RUSS OLSON VOLUME 16A

TWIN CITY RAPID TRANSIT CO.

CAR WATCHING NOTES

1947-1951

Description

Car Watching Notes 1947-1951 Ed Nelson

Sub-divisions Within This Volume

- Contents of the Front Pocket
- [Ed Nelson's Typed Notes with Yellow Highlighting]

CONTENTS OF THE FRONT POCKET

SYMBOLS

Two hyphens after the car number indicates blank destination signs.

A hyphen with a slash mark after the line abbreviation indicates direction: northbound or eastbound. No symbol indicates southbound or westbound.

ABBREVIATIONS other than destination signs.

In his gate car counts dr = day run and nr = nite run.
PO = Pull Out and PI = Pull In.
V prefix: means Via.

Street Intersection
B-E
B-W
H-W

R Route dr day run nr night run

1946-'47 Maps:

① Como-Harriet-Hopkins M & SP

CH Como. Harriet FG Fair Grounds
CH50
CH54
CHOP Hopkins
CATE Excelsior
CTML Mpls Loop

ICS Inter Campus Special

② Oak-Harriet

OH
OX Xerxes

③ Bryant - Johnson

BJ
B54P
B56

④⑤ Nicollet - 2nd St N.E. - NWT

NWT N48 2SNEL
2SNE N54
N32 N58
N38 N62
N2M Nicollet - 2SNE - Monroe

⑥⑦ Chicago - Penn - Fremont

CPF CFO
CP CP42
CF
C38
C48
C54

⑧ Ft Snelling - M'haha - Plymouth ⑮ Plymouth - E 25th St

MF PE2541
FS PFP
FSW Ft Snell - N Wash P25
MFS P45
FSNW Ft Snell - N Wash

⑨ St Paul – Minneapolis
TM   CL city Limit / Univ To City Limits
TSP   UTS
INT

⑩ Selby – Lake
SL   STS Selby To Snelling
L22
L36
TP To Prior Ave

⑪ Bloom – Col Hts
BCH
BL54

⑫ Glenwood – 4th Ave
G4A
GA To Aldrich
4A38
4A48
4AL 4th Ave to Lake

⑬ 34AS – N Bryant   34th Ave So
34B   34 and 34A
34W N Wash   34A54
NW N Wash To 26th
38C 38th Cedar
46C 46th Cedar
CL Cedar to Lake

⑭ Grand – Monroe
GM

⑯ 28AS – Robbinsdale
28R
RF Robb – Franklin
28A56
28A50

⑰ Broadway
B

L Loop
EMS East Mpls Station
NIS Not In Service
CHAR Chartered

② Hamline - Cherokee

HC

④ Rondo - Stryker

RS

⑥ Grand - Mississippi

GM

GA Grand Ave

⑦ St Clair - Payne

SCP

SCPP Payne - Phalen

⑧ Randolph - Hazel Pk - Mahtomedi

RHP

HPNSP

HPM

HPW

RTC Rand - Cleveland

S Seventh

MSDA 7 St to Dul Ave

⑨ Ft Snelling - Maria

~~ES~~ MB Maria & Burns

MFS47A

⑩ Snelling Ave

SA

STC Snelling to Como

⑪ Dale - Phalen

DP

Dale St

DW Wheelock

DS

DM Maryland

⑫ Rice - So St Paul

RSSP

SSP6 6th

SSPI6

SS Snelling Station

TSO To Station Only Univ to Snelling ?

TSA To Snelling Ave

L Loop

Sand Cars

14-16-18

10-15	1947-10	#18 leaves	route
12-16	1947-15	#18	
1-22	1948-1	#18	1948-6 #18 3-20
10-6	1950-13 (also below)	#18	details
10-18	1950-13 (2)	#18	
11-3	1950-15	#18	new 7SN bridge
2-23	1951-3	#18	#14 at NS filling up with sand
11-13	1951-22	#18	sand cab fire
	1953-13	#14 to LS (from Mic)	
2-19	1954-2	# ?	must be #45

43-44-45

1950-13 (also above) #45

1954-1

ES		45
MIC	14	
LS		44
NS	18	
SN		43
E7	16	

?-----13?

1583

1947-1	BB special	
1947-8	NS FG Extra	whole ¶ ?

I don't know if I ever told you that I ran Streetcars on every car line in the Twin Cities
except Mpls-St. Paul and Snelling in St. Paul
and Broadway, Chicago Penn-Fremont in Minneapolis.
Also, I have run every type of car the TCRT had in service during six years with the Company including the 1230, 3, and snowplow. I guess you could call me a streetcar boomer. Those were good days and I enjoyed my time with TCRT, but I'm glad I left before the end.

Kirt Blewett 1945-1951

Coal - Sand - Ash Barns

1947-9

9-25 #17 haul coal to NS

9-26 #15 haul coal to NS

1948-17

1949-5

1950-3

3-24 #15 unloading coal at Oliver

3-27 #52 at NS with load of coal

1951-12

5-9 #10 load of kindling-wood for NS

1952-6

Coal Deliveries to stations and ends of lines now (April) made by Northwestern Hanna Trucks, instead of company work cars

1952-16

9-5 #42 Snell ash car going north on Snelling to the dump

[ED NELSON'S TYPED NOTES WITH
YELLOW HIGHLIGHTING]

CAR WATCHING NOTES

Sat Jan 4. Conned on Fremont, 1211-857, all on time, took in $78.25 & 324 transfers, probably record for me. My 1-man car record to now, Sun Jan 19, run 47 Fre, $57.35 & 290 trfs. Sun Jan 26, run 23 Fre, got $63.70: 705 tokens, 109 dimes, 232 transfers.

CAR SHORTAGE at N.S., sample Mon Jan 13, did not run 710 Robb, 634 645 657 & 702 Fre pullouts. (Had by this time got 1360 1361 1362 1469 from Snell, got 1470 on the 17th). Mon Jan 20 did not run 710 Robb, 634 & 645 Fre. Many mornings cut 637 or 646 Bry. Mon Feb. 3, cut only 634 Fre. Mon. AM usually worst day, cars crippled week ends not fixed promptly. Often borrowed cars from Lake; 2 N.S. motormen lived near there, brought cars over on way to work in A.M.

LAKE CARS 1785 and 1784 both had long N.S. stays recently. Feb. 7, N.S. used 1220 both AM & PM on Bry.

I STARTED as 47th extra man at N.S. (June '46), was now 35th.

GATECAR went on night run Mon Feb 3, PO 459, car chg. when run went 1-man at 955.

CAR SHORTAGE, none Mon Feb. 10; Fri Feb 14, cut AM 634 & 645 Fre, cut PM 450 Fre. GATECAR on Bry line in PM during this week, due to car shortage. NOT RUN Mon Feb 17, 634 Fre; borrowed 1485 in AM; PM, cut 446 & 450 Fre. Mon Feb. 24, borrowed 1717 & 1710 for Bry AM, cut 709 Bry.

CAR 1129 seen Mon Feb 17, being driven out from erecting shops (not scrapped until August).

ACCIDENT Mon Feb. 24, Cable #1209, in car 1791 on 425 Robb, hit open switch at Bdwy-Em, hit eastbound 1727, broke own headlight & fender.

4-ALARM FIRE, Snyder's Drug 8th-Henn., about 1:30 AM Sat. Mar. 1. Hennepin cars rerouted over 1st Av. N. between 11th St. and 3rd St. until about 8:15 AM. Chicago cars ran 8 St.-1st Av N-6th St most of the day. Track bridges put up on 8 St. about 5 p.m. Saturday, used till about 2 p.m. Sunday. Autos not allowed on 8th till about 5:30 p.m. Sunday.

CAR 1668 with black fare box was sent out for Lake St. man's car change Feb. 20, on Robb., so he had Lake put in their red box. That night I made curious fillin, PO 941, to 28-56th, was relieved by NS man north at Cedar-Lake at 1055 (car 1197). Then I hopped 1460 SL/; M/M started up by putting controller right in the corner, and I almost flew out gates when we hit insulators in crossing. At Lake I waited for 1668 to come in, and at 11:50 p.m. got it and brought it back to NS. Lake ST's red box stayed in, and it remained a Robb. car for a number of weeks.

N.S. USED LAKE'S 1424 Thur Mar 6, with red box, on 602 Bry doubling with 754 Robb. Next day Lake had it on Robb. run. STILL ON 28R MAR. 29.

SPECIAL FOR LOWELL SCHOOL, my 1669 1-man Feb. 13: PO 1140, 38-Penn 1158; load 65 kids at 2nd-Logan & Bdwy at 1205; via Fre line to 1 Av N-8th, to 1st St; via Oak line to Beacon (unload 15th-4th); to E.S. Sta., leave 220, Beacon 235; via 4 St to Central, 2 Av S to Fre line, 38-Penn 334, PI 350.

BASKETBALL SPECIAL, Fri Feb 28, I conned 1583, 1st of 5 2-man buttons. Because of our loading up at Patrick Henny, the regular 2:40 at 44-Oliver was wyed at 44-Fre, we picked up 3 regular riders on 44th. Route Fre line to 1st Av N, to 6 St, to Marq; unload at auditorium; Nicollet to Lake, to Lyndale, to 11th St., to 1st Av N, to Wash. to Station. Our 1583 would not take switch at 11th & Hennepin, we went down to 3rd St and turned (M/M Ray Hess 1531).

CIRCUS SPECIALS, Mon Mar. 3. Many 1-man extras ran south on Penn and Fremont, shortly after Monday noon extras for stores. For circus break I drove 1668, 1-man, PO 230, via Wash, 2 Av S, 8 St, Marq. to Nicollet Station. E.S. had cars there, some went out Central to 40th. I was one of 4 N.S. cars, left as Chicago-Penn: Nic Sta 341, load at auditorium, via Marq to 8 St., to 2 Av S., to 5 St., NB at 5th-Henn at 416, to 1st Av N, to 8 St, to 42-Thomas, left 452 to pull in; but Bdy-Emerson starter had me go loop via Wash. and make trip to north end of Bryant line.

Evening circus break overloaded reg. 5-min. CPF night cars some nights; Thur. Mar 6 ran extras, PO 1024 & 1029, reg. loop, north 8-Henn. 1044 Penn and 1049 Fre. Also that afternoon, one extra from circus seen as Chicago-Emerson, 1-man, so it had time to make regular pull-out from there (Seen NB 2 Av S-5th 403, in 36-Fre wye at 430,"Loop").

Fri Mar 7, N.S. circus extras on 28R in A.M., PO 1037 1042 1054 1106, all to 28-56, return"N. Wash.", unload at 4 Av-Grant St. I had last of those four, car 1806, PI 1243. Also three N.S. Bryants, PO 1041 1053 1105, to 54-34, return "N. Wash." VIA FRANKLIN to unload at circus. In PM, 357 at Chicago-Franklin, I noticed 1616 M5447/, eastbound on Franklin from the circus.

BASKETBALL EXTRA, five cars from North to play Central at field house. I conned first car, 1807; PO 158 to Bdy-Em, loaded 74 kids and left North at 212; via Fre line to 1-8, to 1-1, via Oak line; Beacon 242, via Oak line, via Henn. to Wash., turn there, PI 310. Inspector Hogan, while we loaded, stood in half of rear door, so kids could pile on single file only.

POLE SIGNS being left out in rehabilitated cars, 1654 first such seen in March, shortage due to Snelling sending cars to other stations. Mr. Fixit's column in "The Times" had company statement about shortage of cloth and their promise to an inquirer that those signs would be installed when possible.

CREW SHORTAGE common besides car shortage, some rush hour north end CPFs went one-man, some started one-man and got con after trip or two.

CAR 1381 only car left with very old, very high "EXIT ONLY" board. This later ended up in 1368.

CAR 1219 on 28R runs, March 18, March 24.

TRANSFERRED finally March 12, 1363 and 1473, Snell to N.S., last transfers due to PCC arrival. Snell. used them this long with '46 licenses. Snelling now got North Side's 1609, licensed O.K. For several days did not need 2000 on Bry in PM, so then Gustafson got 2000 instead of a pup on his Broadway night run. A 2000 almost always on Penn loop in AM, the 704 via Bdy-Wash- to Henn-6.

SCHOOL SPECIAL Thur Mar 20, my 1-man 1594: PO 1208, 36-Fre 1221, load Jordan school at 29-Emerson 1225, via Bdwy-Wash, unload at Wash. & Church St. for Mpls. Symphony Concert at "U"; proceeded to Snell. Sta., one of many Mpls. extras laying over there. Left 235, picked up kids again, via same route to 36-Fre, signs "CHARTERED"; left 36-Fre 331, PI 344.

ACCIDENT, on my record as "collision of cars". I was conning 1563, to 54th in morning, standing at 48th till cars wyed out of way. Lois Wharton #1215, in car 1807, came up behind and was going to show how close he could stop; his fender touched our rear gate and popped it out of socket. Car did not jerk, our three passengers did not know of it. Inspector Ed Percy found newspaper boys' wire at 54th and wired gate together. At Station, my M/M Smitty said he had to go somewhere (but didn't), & would I put in defect report? but foreman got very bothered, and I and #1215 had to write accident stories.

CAR SHORTAGE, Mon Mar 24, we borrowed 1779 for 710 Robb. In PM, 2001 on 346 Bry again. Thur Mar 27, 2001 on 346 Bry. Fri Mar 28, 2006 on 346 Bry, had small accident at Ply-Wash SB, so held me in my 1594 on 411 28R PO trip; I pulled in 13 min. late.

FRED SPATH, M/M 1635, to get passengers to go to the right doors, made himself a special "Exit Only" sign, then a fancy "Out Only" sign, then one that said "WAY OUT". But he had to quit using that one, because the people thought "WAY OUT" meant way out to 54th St.

I WORKED FRE day run to 404, Sun Apr 6 in 1567, then extra trip to 38th because my relief, Wilson # 1425 was having his baby baptized. Inspector Percy in his Chevvy chased me from 38 St. to 21 Av. N. one trip, said I was two minutes hot all the way.

WITH THE NAVY ever in my mind, I thought that the foreman should have a loud-speaker, and send us out to our cars in the mornings with "Now hear this! All hands, man your Rattle Stations!"

ACCIDENT in 1375, April 10, car always started with jerk. At 2nd-6th, woman boarding almost fell, twisted her arm. M/M 1411 Johnson was one of smoothest drivers I know; I was conning, wrote in report that controller was rough. Some time later, Inspector Clyde Jordan told me they took 1375 out and found that controller was all right; and it might be suspected that shopmen would find that out, intimating that the M/M was rough. Anyhow, I don't know why they told me; they never mentioned it to the motorman at all.

ACCIDENT in 1350, Sat. Apr. 19, myself conning for my extra board M/M, Griffin #1133. We were northbound, going down off the 7th St. bridge. 3 autos had passed us, when the lights at Olson changed to stop; the first auto made the rather common error of stopping at Hoag Av. (confusing diagonal streets), 200 feet short of Olson. So the next 2 autos stopped, 50 feet ahead of us, and we couldn't; we bashed the trunk way in on last car, which then smashed its own grille on middle car; driver asked Griffin if he thought he was driving a tank. Our gates were damaged some; we wyed at 36-Fre instead of 44-Fre, and back at B-E changed to car 1499.

"BUS AND TROLLEY NEWS" for April had an interesting item, "DO YOU REMEMBER WHEN virtually the whole extra board (of Garage # 1) was arrested in a gambling den, and the Supt. had to get out of bed and bail them out so the runs could go out next morning."

"CAR # 1 is good car, # 2 is not very good" (my opinion). Pups & 2000s repaired at night; in day, placed on 16 track; sand car on 18. April 30, drove # 1 on 523-911 AM stub; nothing easy about Broadway rush, got $11.95 (about 160 fares, plus 78 transfers). 726 trip from Upton, had crammed car going to East Side after emptying out full load from 19th Ave. Following cars all due Bdwy-Em at 732: my Broadway; SB Fremont car; SB Penn extra going via Wash; regular SB Robbinsdale; SB "Cedar to Lake" from 36-Fremont. When 3 of these turned down Wash. at 736, SB 34-Bryant joined on same time.

CAR 2006 on 706 Penn Loop April 25, first time I noted it on 8th St; usually 2000 on the 704, Penn Loop via Wash. May 1, 2007 on 706 Penn; no car for 634 Fre; loaned 1208 for 637 Bry, and later I took it to shops. Fri May 2, no car for 634 Fre. Mon May 5, no cars for 634 657 and 706 Fre pullouts; borrowed 1647 for 637 Bry.

ACCIDENT Mon May 5, 1215 AM, 42nd & Minnehaha, train hit 1834, end of 1834.

CHECKERS RODE all Broadways, 1st trips to 2 pm, had riders fill out home address & destination on traffic survey cards, Thurs May 8. Jones rode with me in 2007, 551-1136.

CAR SHORTAGE THURS May 8, did not run 634 Fre, borrowed 1701 for 612 Robb, had 2001 on 706 Penn. Fri May 9, no 634 Fre, 2001 on 706 Penn. Mon May 12, no 634 Fre, 1776 on Bry (was at N.S. over weekend).

FARE INCREASE TO 9¢ was hoped for, so for some time people were buying 12 tokens whenever they rode; Mrs. Knutson was one who did. MON MAY 12, token sales on emergency basis of 2 for 15¢ on account of hoarding. That night, 1:25 a.m., in empty pullin at 6th-Henn., a tough-looking customer, triple my weight, got on and said "Gimme 18". I gave him 18.

CURTAINS TO SHIELD MOTORMEN FROM SUN being placed in cars, Lake St. all equipped by May, but none yet at North Side, as east-west lines were supplied first.

CAR SHORTAGE Wed May 14, no 634 Fre, 2006 on 704 Penn. Thurs May 15, no 634 657 or 706 Fre, 2001 on 704 Penn. Mon May 19, no 634 or 706 Fre, 2007 on 704 Penn.

POWER FAILURE south of Lake, affected 34s & 28Rs, Mon May 19, power off 40 minutes. I had fillin on 34, car 1567, PO 644 to 52-Bryant, Loop, PI 744.

CAR SHORTAGE Wed May 21, no 634 or 706 Fre, 2001 on 704 Penn. Thurs May 22, no 634 Fre or 637 Bry, 2006 on 706 Penn. Fri May 23, no 634 Fre, 2001 on 706 Penn, borrowed 1424 for 637 Bry; interesting car order, CPF pullouts in order at 526 530 531 535 AM, 11 track, cars 1373 1372 1371 1370.

MAD ENOUGH TO QUIT Fri May 23. 5-minute service in PM rush, NB Robb. cars. As I sat in 1198 at 50th-28, my leader went by in a cloud of dust, 4 minutes hot, so I left just as hot, was 7 minutes hot at Lake, never saw my leader. Inspector Costello asked me my time. I said 538 at Hennepin; 518 here, he said. I asked where the last one was, he said it waited at Lake for its time. I said it couldn't have, since it wasn't due there for 2 minutes yet. But he made me wait there, holding a Bryant several minutes. I turned on to Franklin Ave. right on the dot, when lo and behold, on the next semaphore there, who comes around the corner behind me, but the next Robbinsdale, at the time he is due at Lake. I was very, very mad, and got to 36-France 17 minutes late. I put on the trip sheet that Costello held me and that he didn't know what the schedule was; but I never heard more about it.

Inspectors in the old days used to hide in the woods at Lake Harriet to spy on the cars. Costello was one of the worst, and I have heard that he used to sit up in a tree on the right-of-way, until one day a trainman got a shotgun and went and shot him down.

INCOME OF MY SAT. NIGHT 34-BRYANT RUN three weeks in row was $25, $23, $24; but June 14, when regular leader Harvey Wick was off, and extra man was ahead of me, I got $28, or about 50 extra fares and no doubt more than 50 extra transfers.

ACCIDENT Friday night June 20, 115 a.m. Bdwy-Emerson. 1774 28R let off passengers, who walked around in front & behind car to go over to get Fremont owl. Drunk driver in Model T Ford came east, knocked down man in crosswalk, kept going; behind 1774, knocked man nearly over to sidewalk, knocked woman under the streetcar; kept going and was caught in two blocks by squad car that watched whole thing I arrived in 2001 B two minutes later, stood there behind 28R until 136 am.

OFF MY NIGHT RUN June 24 for sister's wedding reception, so worked pullouts: 2006 on 704 Penn, and conned half a Fremont run for swing M/M Schroeder, who was so rough that the regular con took a day off every week when Schroeder was on.

CAR WATCHING NOTES

PCC 312 BROKE DOWN somewhere on Wash. Ave. So., and 1562 Loop pushed it to North Side, where it arrived about the time I pulled out, 4:30, Fri June 27. Behind it a string of 34s and 28Rs stretched from Broadway almost back to Plymouth.

NORTH SIDE had 107 cars, was scheduled to run 106 in the AM, 103 in PM. Almost every morning one or two pullouts were missed; almost every afternoon a 2000 was on the 346 Bry.

DURING PAVING OF WYE AT DIAMOND LAKE ROAD starting July 1, all Nic-54 cars were rearranged to wye at either 48th or 58th.

A FAST MOTORMAN in several ways was one named Kloster. While supposedly on a Chicago night run to 117 am., he often just worked the 2-man part to 955, and got somebne to relieve him for the rest (I finished his run for him Feb. 12 in 1597); he had an old jalopy and there was a blonde. In the summer I relieved him regularly on Wednesdays for my Robbinsdale night run, and he usually claimed the car had no brakes. One day he came up in 1788, which he had got from Lake St. for 1198. He was fired in early July; one day he had wyed at Washburn Loop, and wrapped his controller up in the corner as he came out of the loop, and hit a westbound car on the non-clearance curve. I wish I had seen that.

ALSO A FAST DRIVER was Wiebe #1537, regular at this time on the Robbinsdale baby owl. One night an auto followed him down Broadway on his pullin trip (230 a.m.) and clocked him at 55 m.p.h. Another night, Fri July 11, on his 1130 trip, he went in on the single track against the lights, and met Frank Grassman coming out at 37th. Frank must have used some very choice language. A bit earlier, a motorist who could hardly keep up with Wiebe finally caught him at a car stop and asked sarcastically if he was on time, and Wiebe yanked the motorist out of his auto and beat him up (so I heard).

THE YELLOW STREAK was really quite the line. When I studented on it in '46 with Ted Berquam, I found one trip I was four minutes hot going north at 5th & Hennepin, and being just fresh from the job of checking, I dawdled a bit to cut it to two minutes hot at the check point at Plymouth. Ted jumped all over me and told me to hurry up, "You'll never make the lights". All the way up Broadway, with trucks and cars and pedestrians criss-crossing every which way in front of us, he just kept saying "Put it in the corner, you'll never make the lights." And I didn't make the lights.

The Lake St. men knew how to drive it, and I'll always remember one Friday night in my Broadway car, as I sat back on the double track at Washington, how the 1230 Robbinsdale, packed full from end to end, came around the curve on to Broadway at about 40 miles an hour. No carnival ever offered a ride like that. I think it was early in '47 that even the Lake St. men got disgusted, and screwed up the line on the night runs so that all nine cars that were out were together in one bunch. Then some rush hour cars were given a minute or two extra running time.

I had to admire one thing about our Berquam, and that was how on Wash. Ave., with traffic all over the street, trucks double-parking and pulling in and out, passenger stops to make and change and transfers to issue, he kept the controller in the corner between stops, and kept the gong ringing, and all at the same time laid a flat wrapper on his knee and counted out and rolled up 40 tokens; AND made the lights to go into Robbinsdale.

LAKE ST'S 1637 used on 648 Bry Fri. July 11; not used in PM, stood on 8 track; used on 521 Bry Sat AM; returned to Lake St. Sunday. Mon July 14, had Lake's 1717 on Bry night run, PO 435; and noted 1710 on 5 track that night. (Only about 15 buses at N.S. at this time, 5 track sometimes used for cars but probably behind or in front of garage.) Tues July 15, 1710 on 648 Bry.

MY DAY OFF, Thurs. July 17, stayed up all night after Wednesday Robb. late run, went to Howard's house, checked streetcars from before 5 a.m. until Broadway pullin at 9 a.m.

CAR # 3 still stored at East Side.

AQUATENNIAL PARADE Sat July 19. In 1946, N.S. ran 36 parade break pullouts, many 2-man because gatecars had to be used. This year, probably all 1-man. INT cars ran via Wash to 1st Av N to 5 St to 5 Av N., returned same, half-wying at 5th-1st Av N. P25 line went straight through loop on Wash. BCH was split, north end wyed at 2nd & 2nd, south end cars ran Bloom- Franklin- 4 Ave to wye at 4 Av-11 St, with shuttle bus between 2nd-2nd and 15th-Franklin. 28R ran through loop on 6th St; other lines broke through parade on regular routes. I worked regular 34-Bry night run. Two cars NB at Sta at 449, almost empty extras. I made relief 459 NB with first load of people from parade. Met leader Harvey Wick SB at 37-Wash. when due at Camden; another "34" SB at Camden (extra), and 1844 CL/ SB just beyond tracks. Going south 546 at H-W, I got another heavy parade load. Very heavy rain at 7 pm. Wick, 937 at 52-Bry, got stuck SB at Camden by auto which broke axle near RR crossing, Wick still sitting there when I arrived SB 15 min. later. Next NB, Charli Hysell, was standing on the siding along the single track at Camden; still another NB came around curve, saw tie-up, and backed up again instead of coming on single track. Tow truck finally hauled auto away, and Wick went Cedar to Lake instead of to 54-34; no fillin.

Torchlight Parade Wed. July 23, myself in 1175, 921 pm rlf., late Robb. run. 943 at Robb SB, started through loop on 6 St; cars had got through parade there till I came, then people blocked street. Cars on south end of parade backed up & wyed out; SB 4 Ave car behi me also backed up. Inspector Ed Percy ran bells to back me up from Nicollet to 1st Av N, wyed me out there, sent me south there at 1047, via ~~Wxx~~ 1st Av N to Wash., via Wash. & Cedar to Franklin, thence regular 28 Av. line. 1665 38C/ ahead of me; parade crowd breaking up on Wash. Av., but as a 28R I did not fill up seats. Met no 28Rs south of Lake; on caught me at 56th but pulled in to Lake from there. Left 56th NB at 1136 instead of 1054; downtown met 5 SB 28Rs in a row. Caught one NB 28R, and another extra was behind me, 1212 am at 5-Henn, all 3 cars overloaded. I called Syrdal (nigh foreman) from Robb. police station; he had me loop from Robb, ~~left 1249xinsxx1155~~ I arrived Robb 1249, was supposed to leave 1155. I waited till 132, left LOOP via Wash-2 Av S-5 St, NB for 2 am lineup; Lake St sent 1727 to fillin for me, 119 at 56-28 to LOOP.

Aqua Follies sometimes called for NS or ES specials; in 1946 I had seen our 1668 coming from there, using Chicago transfers punched "Station".

A 2000 ON GRAND-MONROE night run Fri July 25, an unusual sight.

I HAD STUDENT Fri July 18, Hunter #1163, in 2007 on Broadway night run; ~~xxxx~~ scared me going down 19 Av hill in the corner through blind intersections (he got OK'd & quit within a week). Gustafson on othe night run also had student, in a pup.

NORTH SIDE COMMUNITY PICNIC PARADE on W. Bdwy. Wed. ~~Am~~ July 30. I worked 1/2 of night run, conning in 1371, then watched parade at Irving & checked cars after end of parade. 3 SB Penns & 2 pullins held up to 34 min. at Morgan; first NB Penn went Fremont instead when parade started; 2nd NB Penn 13 min. late, went south as Loop instead of to 38th. 3 SB 28Rs held up to 34 min. at Morgan, middle one went Cedar to 42nd; 1st NB 28R 25 minutes late, wyed Washburn Loop, returned 13 min. late, to 50th rather than 56th; next 28R 11 min. late to Robb., 22 min. late SB, to 50th ins. 56th. Broadway got some big car on account of picnic. 1611, 711 at Upton, and following pullin 2007, held 48 min. EB; 1611 just missed round trip, WB on time 831 B-E. WB 2006 held 31 minutes, missed trip & went east on time; next car pulled out big car 1675 for night run, held 16 min. WB for parade, missed trip and went east on time. For 3 missing trips, fillin 1567 B went west, 827 at Irving with load of 85, then pulled in. At 921 pm, I went to work in 1816 28R, 2/2 of night run; leaving Robb. at 943, I watched all the high fireworks from the end of singl track to North Commons park.

On the 1205 am trip leaving Robb., I always saw a phantom passenger out in the street at 29th & Broadway, conjured up out of the light coloring of some uneven sections of the brick paving. 1230 south downtown, got box of popcorn from rider who always bought one for regular man Wiebe, didn't know it was his day off. PI 242, went home and read paper, it got light at 420, I went to bed at 5.

HAD TROLLEY TROUBLE in 2006 Fri Aug 1, lost east end trip 849 at Jackson, pulled in to station 855, pulled out car 1593.

LAST RUNS ON NO. BRYANT LINE, Fri. Aug. 1. Specially scheduled:

- SB Bry at Station at 1221 am, usually relieved by owl pulling out of N.S., instead kept going to Cedar-Lake, was relieved by new Lake St. owl car; N.S. car wyed at Cedar-Lake, pulled in 110 AM. (Previously Lake had one owl, PO 1143 & NB relief 1145, N.S. had 2 owls on line.)
- There was a bus NB on 7th St. at 1 a.m. lineup.
- N.S. 34-Bryant NB at 5th-Henn. on 1 a.m. lineup had signs "N. WASH. TO 26th", pulled in 112 a.m., ~~usually~~ formerly was relieved by owl man at 111 a.m. Car 1597, M/M Grondahl #1657.
- LAST CAR ON NO. BRYANT WAS 1665, M/M Charlie Hysell #1283, north at Henn-Wash at 1230 am, left 52-Bryant 1254, PI 107 a.m.

LAKE CARS 1636 on our 637 Bry and 1621 on 709 Bry, Fri Aug. 1. After changeover, 1575 and 1700 were transferred to Lake St., and during next week, 1447 1453 1457 followed. Big cars started to show up often on Broadway, and 2000s no longer made Penn or Bry pullouts.

NIGHT OF CHANGEOVER, I worked Broadway to 131 AM in 1593, had then picke extra and had to PO 454 AM conning on Fremont; so slept at station only time I did at N.S. Was still awake at 315 a.m., and heard a man telling a woman there were no more Bryant owls and she would have to walk to Lyndale.

NEW PCCs BEGAN SERVICE ON BRYANT-JOHNSON Thurs Aug. 21. First I saw that night, 342 BJ/ at H-8 905 pm; later 346 B54P. That Thurs, Nic gatecars 1463 1429 1358 1421 moved to N.S. ("pending retirement"), were put on 18 behind # 2 (now stored). (# 1 kept running with 3 2000s.) At this time 2000s were usual on GM night runs.

1368, 1376 ADDED to NS storage (from Nic) Fri AM Aug. 22. That AM, saw 1426 L/ on Nic. line; in PM saw 1409 N58, carrying one green and one white target.

SAW NEW PCCs 343 344 351 on BJ Mon Aug. 25; noted 1348 still running on Campus; 1427 1428 still on Nicollet. Tues Aug 26, saw new 350 on BJ; 1423 still on Nic; Nic. cars 1426 1359 added to NS storage in AM. PM, new 349 on BJ, 1413 still on Nic. Wed. Aug. 27 saw new 345 on BJ # 2 had got on tail end of storage track 18, was used on 551 B PO by backing off 18; and removed from storage, from rear, reason not remembered, 1359 1426 1376.

M/M 1409, "Halsey" Carroll, fired six days before probation ended; reasons were hanging changer around fare box (which could tempt riders to deposit fare into changer, though not meant to do so), and "leading newer men astray" (to the Big Dipper).

SAW NEW 340 on BJ Thurs Aug 28; Fri new 353, next Mon. 341, 352.

DROVE UNITY HOUSE SPECIAL, 1-man 34W line in 1200, Wed. Aug. 13; PO 910 am loaded 17-Wash, minimum 60 tokens paid into fare box for only 32 kids --via 28R line to 50th St., unloading 49th St. for Lake Nokomis. Return pullin via Cedar Ave. & 7 Corners, PI 1040.

WORKED N.S. FAIR GROUNDS EXTRAS: Mon. Aug. 25 in 1583, PO 857AM-PI 205,PM with last trip from FG to 4th & Central to 2nd Av S to 6 St to 1st Av N to Station. Tuesday Aug. 26 in 1816, PO 910 PM-PI 135 AM, made 2 trips; night pullins for FG were always via Henn. to 7th St to 1st Av N to Station. Wed. Aug. 27 in 1667, PO 700 PM- PI 1248 AM, made 3 trips. Labor Day Sept. 1, PO 400 PM in 1583, after one round trip complained of slack brakes, pulled in from 11-Henn to 3-Henn to 1st Av N to Sta, changed to car 1683, made usual PO Wash to 1st Av N to 11th-Henn, made 4 more round trips, PI 1258 AM.

Cars carried FG signs both ways, usually ran EB on Henn, WB on 1AN from 1st to 11th St. Mid-day FG extras were given an almost impossible schedule (while competing with 2-man Comos) and usually couldn't make round trips in 1 hr. 10 min. allowed. Mon Aug. 25 in 1583, trip I was 1135 AM car at 11th-Henn, my two Nic Sta leaders 1824 and 1778 made short loop in Mpls., via 1AN-7th-Henn., left me late; next trip, 1778 and I both went around 7th St. loop.

2006 ON 704 Penn Wed Sept 3. Thurs Sept 4, 2001 on 704 Penn; 1426 1359 1376 returned to 18 track storage (possibly had been used on pullouts with blank signs). Tues Sept 9, saw new 358 on BJ. Wed Sept 10, saw my first PCC on G4A line, 341 GA; and new 361 on BJ. Thurs Sept. 11, saw new 354 on BJ, new 355 on G4A. Sat Sept. 13, saw new 347 on G4A, 357 on BJ. Mon. Sept. 15, 2006 on 704 Penn; new 348 on BJ, and new E.S. 364 on BJ. Tues Sept. 16, 2001 on 704 Penn, 359 new on BJ, E.S. 362 new on BJ. Wed. Sept. 17, new 356 on G4A; 1356, 1423 still on Nicollet, 1366 at Lake St. Thurs. Sept. 18, 2001 on 704 Penn. North Side had 102 cars (plus 8 Nic storage), 98 scheduled in AM, 94 in PM.

FOOTBALL SPECIALS. Fri Sept 19, I drove 1392, 3rd of 4 2-man buttons, 28R trip sheets; PO 205, via Robb line to 4 Av-11th (to take Vocational to Henry); all cars head in on 11th, all then back up, then run via 4 Av to 6 St, Fremont line, 44-Oliver 317, PI 340. N.S. also had 3 34W specials, and Lake had some, which went to 34-36, hauled Roosevelt to South, pulled in. To take North to Washburn, Nicollet ran 6 cars, probably PO on 4 Av, via 6 St, 1 Av N, Wash, Bdwy, load North on Emrson, via Fre line to 1 Av N, to 6 St, to Marq, Nic line to 54th.

NEW PCC E.S. 365 seen Sat Sept 20; & E.S. 363 & 366 Mon. Sept. 22; that Mon. car shortage at N.S., no 644 or ~~647~~ 657 Fre. Tues Sept 23 new Nic PCC 370 on ~~JX~~ BJ; no car for 657 Fre. Wed. Sept. 24 new 369 on G4A, Nic's 1427 transferred, seen on Selby-Lake.

FIRE AT 16TH & NICOLLET, 415-500 pm Wed. Sept. 24, Nic & GM cars rerouted via 4 Ave. line between Lake St. and 6th & Marquette both ways. Cars lined up 2 blocks each way, my NB Penn, 449 at 2nd-6th, had a GM ahead and a 2SNE behind.

NEW CARS 360, 371 seen on G4A Thurs Sept 25; no car for 657 Fre. # 17 seen hauling coal to N.S. Fri. Sept 26, # 15 hauling coal to N.S; E.S. new 367 seen on BJ; # 1 stored this week, accounts for car shortage 3 mornings; 1463 used from Nic storage cars, probably on PM football extra.

MONDAY NIGHT RUN Sept. 29 in 1389, SB Henn-8 at 905, was 4 minutes hot, still filled up car and left 50-60 people behind. Next day told Callaway about trip, he immediately phoned up Gerber, and a Monday night extra was put in ahead of that car. Also had slack brakes in 1389 that trip, called for car chg., got 1589 NB at B-E 1017, but 9 minutes late, so wyed at Dowling.

STORAGE CAR 1359 had been in use Mon Sept. 29. Tues Sept 30, 1463 used again; saw new 368 on G4A. Wed. Oct. 1, Nic's 1356 seen on Selby-Lake

ACTUAL TRANSFER of last gatecars away from Nicollet was night of Sept. 23, of 1356 1409 1423 1428 1432 to Lake St. "for storage pending retirement." Same day, company noted that some cars stored for retirement were in better condition than some in use; they ordered 1426 sent from North Side to Lake to be maintained for operation; 1444 and 1457 to come out of Lake storage and be maintained; 1374 1377 1410 to be stored at Lake pending retirement. Burned in Sept. were ES 1334 and Lake 1414; in Oct., N.S. 1363 1365, Lake 1434 1456.

NEW CAR 372 on G4A Wed. Oct. 1; 2006 on 704 Penn; 1463 on 639-Fre-Int, 1359 on 657 Fre. Note the 639 ran Loop from Fremont line, with UNIV OF MINN card, turning at 2 Av S-5 St on to Int. line, and could use Nic car with blank signs; the 657 was a Penn loop trip, usually 1-man unless using Nic. car. Thurs Oct 2: 1463 on 639 Fre-Int; 1423 seen on Selby-Lake; new 375 on BJ; gatecars off CPF day runs due to loss of many N. Bryant runs; 2000s used on GM ~~night~~ regular runs when they had students, otherwise on pullouts. Fri Oct 3: 1463 on 639 Fre-Int, 1359 on 657 Fre; on PM rush football specials, both cars; PCC 319 seen back on Interurban, after several weeks as "Practice Car at Duluth Ave."

FOOTBALL EXTRAS Fri Oct 3, PO 140 to 44-Oliver, Patrick Henry going to West; via Fre line to 1 Av N to 11 St, Hennepin to Lake, Lake to Lyndale to Hennepin, to 11th St, to 1 Av N, to Wash., to Station.

CAR SHORTAGE Mon Oct 6, no cars for 634 & 649 Fre; 1463 on 657 Penn, 1359 on 710 Fre (reg. 2-man loop trip); other stored Nic gatecars had had bells, curtains etc. removed; 1366 seen on Selby-Lake; PM, 1429 came out, on 448 Fre, 1359 on 450 Fre, both to 48 St. with blank signs; replaced on 18 track behind 1463 & 1376. Tues Oct 7, 1359 on 639 Fre-Int, 1429 on 657 Fre, 1463 on 647 Bry-Int which was pullout Loop from Camden to Henn-5th, direct to Emerald. This and another similar "Bryant" pullout were now often made 2-man to use these gatecars, although 2 or 3 regular Penn & Fremont loop cars remained 1-man as they had since the war. PM, 1429 on 450 Fre, Lake's 1776 on 309 Brynight run. Wed Oct 8, new 376 on G4A; 1776 on 715 Bry-Int; 1776 returned to Lake after pullout; 1359 on 639 Fre-Int; 1429 on 657 Fre.

HAD MY LAST RUN on single track into Robb on day run, car 1669, had one trip to 36-Fre, then two to Robbinsdale; seemed to be getting motor trouble, so had relief pull out (car 1173), 1154 SB B-W; I pulled in. This on Wed. Oct. 8; single track abandoned Sat. Oct. 11.

STALLED CARS on N. Wash., Thurs. Oct. 9; I had 602 Bry NB PO, car 1198. At 28th Av N, 552 and 542 pullouts stalled ahead of me, 542 was dead, fuse-changing no help. Myself and Lake St. car now behind, backed up past 26th, Allen #1387 in 552 dragged cripple back, pushed him into station, so I headed north with 45-minute gap in service, rails slippery from leaves, left Camden 5 min. late, caught up to 542 man who pulled out of station SB in 1588 38C⁄ (short line SB). Got to 54th St. on time.

CAR 1359 on 639 Fre-Int, Thurs. Oct. 9, and 1463 on 657 Fre, 1429 on 647 Bry-Int; PM, 1463 on 448 Fre, 1429 on 450 Fre; new 374 seen on BJ; 1431 seen on Selby-Lake; I worked 217 Fre last time, requested gate car, got a good one, 1443, pulled in 8 mintues hot.
Fri Oct 10, 1429 on 639 Fre-Int, 1463 on 657 Fre, 1359 on 715 Bry-Int no cars for 644 and 649 Fre; 1422x seen on Selby-Lake; QM PM, new 377 378 379 on Nic assignment board, 1429 on 450 Fre, 1359 on 441 Fre, loop, north to Oliver, south to 38th; 1359 did not even have cards in window; the conductor and the passengers just hollered out "Fremont" at every car stop.

FOOTBALL SPECIALS Fri Oct 10, marked up at NS as 143 Monroes, Edison at Henry. Break of game, at B-E about 530, I noted ES gatecar 1404 Grand-Monroe continuing south on Emerson; NS button 1395 Special turning east on to Broadway; and ES gatecar 1343 Central to 40th; kids also jammed regular following Fremonts. NIGHT GAME, North playing at Nicollet Ball Park, I drove 2-man special 1611; PO 810, via Wash, 2 Av S, 8 St, Marq to Nic Station, arrive 845; one of six N.S. cars there, 3 Penn, 3 Fre; E.S. cars also there, one was 1317 2-man Plymouth car; pulled out in street 925 as Chicago-Fremont, via Nic-Lake-Lyndale-Henn-11th-1 Av N-XxStxxRrmxlinm on to Fremont line; 44-Fre 1030, PI 1047. Took in $9.87; at double time, con and I each made about $6.00.

ACCIDENT Sat Oct 11, "1361 day"; made relief 1051 am NB Penn; at 2nd Logan (Paradise Theater), auto whizzed past, cut in, knocked in his own left fender. No damage visible on 1361, but gate rods bent, it took both hands to shut front doors. SB, changed cars at B-E at 1123 to 1670, made loop trip to 2 Av-2 St instead of going to 38 St. Never saw 1361 again, though it was an excellent car; no doubt when it came to shops for gate rods to be fixed, they found it on 1947 scrap list; it was burned Nov. 15.

CAR 1463 on 647 Bry-Int Mon Oct 13, and 1429 on 715 Bry-Int, 1359 on 702 Fre (Penn loop trip); occasional gatecar on day run; 1789 on 557 Robb; no cars for 647 and 648 Fre; 1413 seen recorded on Selby-Lake check, so all Nic gatecars accounted for; & LEARNED PCCs 353-361 TRANSFERRED from Nicollet to St. Paul stations.
Tues Oct 14, 1429 on 639 Fre-Int, 1359 on 702 Fre, 1463 on 715 Bry-Int, and I had 3-motored 1654 on 1-man 704 Penn; PM, 1463 on 450 Fre, 1786 on 448 Robb.

UNION MEETING Tues Oct 14, officers said they had approached company on problem of "proportionate assignment of gatecars"; Nicollet had none since they got new PCCs; it sounded as if Lake wanted less. Company said they sent so many gatecars to Lake because there was lots of fxxx room there. Union suggested assigning them in proportion to amount of 2-man work at each station. At these meetings, I usually sat near the rear, mumbling "More gatecars for North Side".

I DROVE SAND CAR 18 Wed Oct 15, PO 125 to 44-Oliver, to 38-Chicago, to Bdy-Emerson, and PI 345. This on account of falling leaves.

TO MARK ELECTRIC SWITCH NB at 5th St & 1 Av N, experimental silver "T" was hung from span wire. Soon after, adopted signs that read Electric Track Switch.

CAR 1463 on 639 Fre-Int Wed Oct 15, and 1359 on 657 Fre-745 Int(now also going Loop to 2 Av S-5 St, then Int); 1429 on 702 Penn; 1786 on 647 Bry-Int; noted Lake still had N.S. signs in 1575 and 1700 since August, added red fare box to 1575 so it could run on 28R (1700 had one before) as well as 34W.

Thurs Oct 16, 1463 on 639 Fre-Int, 1359 on 657 Fre-Int, 1429 on 702 Fre; these today pulling off 18, other Nic cars now stored on 19; tracks 7 and 8 turned over for buses.

Fri Oct 17, 1463 on 639 Fre-Int, 1359 on 657 Fre-Int, PROPER N.S. SIGNS put in 1429; signs installed in 1359 and 1463 later Friday; 1788 on 413 Bry; 1672 at N.S. on Sat. (Fri AM,1788 PI cripple to NS)

FIRE AT SCHAEFERS', Wash. & 8 Av N. Fri AM OCt 17; 22 fire companies responded to 4-4 alarm. Last car through was NB 5 a.m. Penn owl. A motorman turned in alarm at P-W at 507. 2 buses were put on Plymouth line, carrying Loop signs in rush; by 909 AM they were supplied with cards printed "PLYMOUTH". 28R line ran NB, 5 St-1 Av N to 8 St, Fre line to Bdy-Em. 34W line ran, NB, Wash-1 Av N-to 8 St, Fre line to Bdy-Em, Broadway to Washington, NB again. CPF Loop pullins (normally 2 Av S to Wash to Sta) ran to wye at 2 Av S-2 St, returned north to Bdy-Em and pulled in that way; I did so when looping from Penn in 1388, pulled in 951 instead of 940. As soon as I got in, was asked to fill in to Camden; before I was ready, a Camden went north, so I was sent south instead, and by this time cars were allowed through on Wash. Ave.; in 1676, PO 1000, to 54-34, and PI 1145.

LAKE'S 1426 seen at N.S., head of 3 track, blank signs Sat Oct. 18 (ex-Nicollet car); not to my knowledge used by N.S. 1422 seen on SL Wed Oct 22, out of storage (if they ever did store it).

CUT-OFF ROBB. LINE running terribly, extensive checking done in Oct., temporary schedules tried. Cars wying at Cedar-42nd & at Washburn Loop all the time; by Oct. 23, it was ordered no more wye at Washburn Loop, as people in Robb. complained too much. Inspector Percy working out temporary schedules as he did last spring; Schedule Dept. didn't like that, cars ran well then by simple method of giving them enough time to make their runs. Schedule Dept. always hated to change anything that they had figured out would work well on paper.

I SPENT ALMOST 12 HOURS in 1578 Sat Oct 25; drove from 944-642, run 49 Fre, then walked back and relieved my conductor, and conned to 920.

VISITED SCHED. DEPT. Sun Oct 26 evening, birthday party for janitor Bob Ackerman, attended by Sched. Dept. information workers. Went over some checkers reports: Found supposedly stored 1409 and 1432 running on Selby; on ST. CLAIR-PAYNE, one regular AM pullout had, in 3 days, 1483, ~~15~~ 1435, 1472; of three fillins one morning, one was PCC 327, two were gatecars 1486, 1436; 316 was on an SCP run, and 2030, 2018 on pullouts; new PCCs to 389 were noted on both SCP and GM, with 318 and 324 also on GM.

ELECTRIC SWITCH installed Oct. 17, NB on 5 St for left turn to 1 Av N; and Oct 18, NB on 6 St at 1 Av N, these both for 4 Ave. PCCs. Oct. 28, switch made electric on E. Henn. at Univ. WB (pullins turn), and Oct. 29, on Henn. WB at 1st St, right turn to 1st Av N; these for Bryant PCCs.

NEW SERIES OF SAFETY POSTERS, "A Safety Thought for Today", first up at station Mon. Oct. 27. So then Tues., Oct. 28, 1787 CL⁄ rammed 2006 B⁄ eastbound at Morgan; headlight of 1787 and all upper front windows were smashed and posts knocked in; the whole rear end of 2006 was just one big hole. 1566 NW⁄ pulled out, crossed Bdwy., backed up on Bdwy. and took passengers of 2006; M/M Carlson #1415 continued run in 1566. At this point I was going north on Wash., pulling in in 1172 from 28th Ave., P817 AM; 2006 and 1787 came in right behind me. Then in the afternoon, Charlie Hysell made relief at 443 NB in 1537 38th-Camden; on previous trip, schedule was tough, and car usually came up 8-10 minutes late. So Charlie put it in the corner; at 40th & Wash., he was hit by semi-trailer loaded with steel; the truck was knocked over, and the whole front end of 1537 was made into one mass of splinters. As was the practice, all 3 wrecks were moved to Snelling in the dead morning hours. All were repaired.

GATECAR 1407 TRANSFERRED from Lake to Nicollet, seen Fri Oct 31, so car reassignment must have begun; NS had no car for 634 Fre. Mon. Nov. 3, 1358 and 1376 put in service as regular N.S. cars; were first and last car stored on 19 (1421, 1368 in middle). Nov. 4, saw 1356 on Selby-Lake (goes to Nic. later).

CHANGED CARS Sat. Nov. 1, 403 at B-E, from 1380 to 1593, because man in 1380 poked arm through window and broke it (inside window; there were storms on car).

SAW A ROBB. TAKE A SHORT CUT (schedule still all screwed up): Tues Nov 4, was conning in 1429 SB off Penn, 549 at B-E; a Cedar to 42nd following us went down Broadway as it should; then next car in line 1717 28R⁄, turned down Emerson behind us and followed us to 1st Av N and went down to 5th St. We didn't waste any time in loop, but when we got to 6 St. & 4 Av. S., he crossed just ahead of us with a load of about 40. Same short cut used by a Robb next night, followed us 617 PM at B-E, but this one carried blank signs. That night, SB H-8 at 8:36, met a Grand-Monroe turning from 4 Av. to 6 St. NB; a fire had leveled the Happy Hour at 15th & Nicollet. Thurs. Nov. 6, 2007 crippled at Bdwy-Jackson lost round trip, I filled in in 2001: PO 815, Upton 826; Jackson 854 (2007 OK here now, but I had to go to west end to pull in); Upton 914, Station 926.

SNOW STORM Nov. 7. No frost shields, no fires. Had 634 Robb, car 1582. Due 654 36-France, bus due 655 comes early & gives me his load; while loading them, bus due 657 (two shuttle routes) comes, company official makes me wait, I leave 658, disgusted. Next car soon behind, I wouldn't pass up any; power trouble downtown; sleet began, with poor visibility, along 4th Ave. On 42nd St. at 20th Av S, met leader 1782 28R, 4 minutes hot. Car behind me wyed at 42-Cedar. I left 56th 12 min. late, had 65 on car by the Parkway, soon had to pass up. Held at B-W (when pulling in) by 1786 28R NB, changing cars for an N.S. car. Radio at noon said all lines were late, had frozen switch trouble (first snow of year). First fires were started, in the gatecars. One car was sent out to run from Camden to the loop all afternoon. At 4 p.m. all 3 Broadways were in a row. I conned 309 Fre in 1394; was held once at B-E while snow plow half-wyed. We put 1786 on the 413 Bry. I guess it never failed that the first snow of a winter tied up everything, as if no one was ready and everyone was very surprised.

SAW 1428 BACK ON NICOLLET LINE Fri Nov. 7, from its storage at Lake; but on Dec. 2, it was burned, final car scrapped in '47 program. Others burned Nov. & Dec., NS 1361 1372, Snell 1477 1484, Lake 1331 1445 1447.

"THE TIMES" carried on campaign against one-man cars, on account of recent accidents; but records showed one-man cars xxxxxd had better safety record, perhaps because everything depends on the one operator and he is more alert than when working 2-man:

MILES OPERATED PER ACCIDENT	Aug. '47	Aug. '46
one-man	3262	4160
two-man	2735	3142

TRANSFERS ORDERED FRI. NOV. & 7 (see also later order of Nov. 28); REASON, TO GIVE NICOLLET MORE GATECARS AGAIN (several already back there): 1359 N.S. to Nic; 1801 Nic to N.S.; recent Nic cars 1195-1196, E.S. to N.S.; 1225, 1848 Duluth to E.S.; 1685 1728 1778 1790 Nic to Lake; 1356 1366 1409 1413, Lake to Nic.

Sat. Nov. 8, saw Lake St. gatecar 1369 Cedar to Lake SB on 3rd St, pulling in after football extra (U of M). Mon. Nov. 10, 1724 on 647 Bry-Int; 2006 back in service after Oct. 28 smash-up; evening, on Charlie Hysell's 34W night run, extra M/M had minor accident, got shaky, didn't want to finish, so I finished run: PO 1012, loop via 5th, NB H-W at 1030, complete run PI 1254. Tues Nov 11, 1482 on 715 Bry (Int trip cut for Armistice Day); 1195 EMS/ seen at Plym-Em; 1801 at N.S., used in PM. Wed. Nov 12, saw 1359, 1413 on Nic; was to con on 1358 in PM, but it had no bell-cord, so we got 1655; that night, 1195 & 1196 brought to N.S. from E.S..

FIRE AT 28-HENNEPIN, 5 to 8 a.m. Wed Nov 12, Comos and Oaks rerouted via Lyndale & Lake.

GATECARS 1358 1376 1429 1463 remain in N.S. service, 1421 1368 still stored as of Thurs Nov 13. Fri Nov 14, rehabilitated # 1 back in service on Broadway: I had thought surely they would scrap the pups.

NICOLLET LINE EXTENDED TO 62 ST, Sat Nov 15. Mon Nov 17, saw first car going there, 1808 N58, with very tiny card "To 62".

ON VACATION NOV. 17-NOV. 31 (commenced on a Monday). To Chicago, Columbus, Gettysburg.

TRANSFERS ORDERED FRI., NOV. 28: 1453, Nic to N.S. (belonged to N.S. on official assignment, had gone to Lake after end of Bryant line, from there to Nic); ex-Nic cars 1358 1376 1429 1463 N.S. to E.S.; return 1225 & 1848, E.S. to Duluth; 1609, E.S. to Duluth.

I have mentioned orders sending 1356 1359 1366 1409 1413 to Nic to give them gatecars again, all these having been ex-Nic cars; xx also to Nic, no doubt without specific xxd number orders, were 1428 (since burned), 1453 (then sent to N.S.), and 1374 1407 1410 1444 1452, seven cars apparently sent at random from Lake St.

BACK TO WORK MON DEC. 1: found rehabilitated # 2 back on line; wrecked 1537 back with new front vestibule; gatecars 1362 1367 1373 on day runs; 1358 1376 1429, not 1463, still marked up at N.S.; saw 1225 on Como; and got a special thrill to see a very old friend headed somewhere new: 1410 N58 (62).

NEW ELECTRIC SWITCHES: Nov. 1, SB on Lyndale at Lake; Nov. 24, NB on 1 Av N at 7 St, for G4A cars.

CAR SHORTAGE, no car for 446 Fre Tues Dec. 2. Wed Dec 3, 4 ex-Nic G's are gone (to E.S.), 2006 on 710 Fre (Oliver & Loop), 1720 on 650 Robb; last Nic storage cars 1368 and 1421 being put back together Tues., 1421 used Wed PM. Thurs Dec. 4, Lake's 1778 may have had acc., was in N.S. car house after AM rush; 1453, from Nic, stored without signs several days, used on CPF in PM. Fri Dec. 5, 1368 (last storage car) in service in AM; 1778 on 650 Robb.

OUT WITH ODD SIGNS was car 1387, Fri Dec. 5. I noticed it marked up on Robb. day run, PO 629, first trip to 36-Fre, rest all to 36-France. About 640 P.M. I saw it southbound at B-E, 1387 RF - "Robbinsdale-Franklin". I have record of it NB once as an "RF" in Jan., 1941, second month of the 28R line. Later I checked all 3 sign rolls; 1387 (but only 1387) never had 28 Av. S.-Robb. readings put on the rollers. So it ran "Robbinsdale-Franklin", with the option of being a "28 Av S.-N. Emerson" going south.

1362 WAS A PERFECT CAR, and Sat. Dec. 6, I got one of the highest compliments of my life when a distinguished-looking older passenger said, "I like the way you handle this car" (and what could be a higher achievement than to handle a good gatecar well?). Christmas shopping was on full blast; Joe Flukey #1247 was conning, and we got $68.30 on the run, representing over 700 fares, plus transfers. There was 3-minute Saturday service, plus extras; the cars ahead started getting later and later; suddenly it seemed that they all wyed out and left us hauling everyone. The last trip southbound, the fingers got sticky, the controller jerked and smoked, and soon went dead on 3rd to 5th notches. Inspector Percy, who rode two other trips, got on and said we would be entitled to get late one trip, as everyone else was late. Instead of wying at 38th, he xxx sent us to 48th to get out of way; then we pulled in Not in Service, and the northbound relief crew pulled a car out.

TOOK BIGGEST LOAD EVER out to 54th St Tues Dec 9, a below-zero day, conning in 1367 for Jerry Farrell #1519. The starters must have been short-lining all the long lines again. The mob waiting for us at 48th St. gave us a load of over 125 for the next 6-block run; I had to make three requests for the passengers to move forward, which they complied with every time, till they almost bulged into the front vestibule; and when we closed the gates to go, we had four people standing on the bottom step.

ACCIDENT early Tues Dec 9, 42nd & Minnehaha again, when 1223 hit an engine pushing a caboose. M/M said he had frosty windshields. (I think we could have used more and better frost shields.) 1223's front end was destroyed (but was rebuilt later). Cars were tied up from 445 to 740 AM (but could us Minnehaha Falls Loop).

TOOK MY ONLY N. W. TERMINAL RIDE, 7-Marq to NWT to 5-Marq, in 1184, as line was to be converted soon (Rode Wed Dec. 10). Note hand switch at 8th St-E. Henn. Buses were announced for Dec. 13, but didn't go on until Jan. 10.

N.S. RETURNED LAKE'S 1701 and 1774 Mon Dec. 15, got back own 1669.

MADE EXTRA MILEAGE last PM trip south, 38th to 48th, my driving 1360, at request of Tommy Krause, starter at B-E xxx in the winter. This Mon. Dec. 15. Mon Dec. ~~29~~ 22, my conning 1443, he had us run extra on last trip, 48th to 54th. This during heaviest of xxx Christmas shopping; and he did it some other times when it was really worthwhile for serving the line and the passengers. Krause was the best starter or inspector they ever had, I think. He kept the service going, and made it even better when things were tough; he seemed to have a natural sense of what it was all about. In contrast, some other inspectors automatically made loops or short lines out of all late cars, and though they might call for fillins they left some terrible gaps in the service. In one bad Saturday snow storm, we had three inspectors on the line, all wying out cars as fast as they could talk to them; it wasn't very nice if you wanted to go to 54th St. or to 44-Oliver.

DROVE SAND CAR 18 Tues Dec. 16, Peters #1248 conning.PO 1230 (actually 1245) to B-E, Fre line to wye at 2 Av S-2 St, return Fre line to B-E, to B-W, via Wash. to 2 Av. S; crossed there, backed on to 2 Av, returned on Wash., PI 220.

FREMONT BASKETBALL SPECIAL, I conned in 1567 for Gannon #1603; PO 227, to B-E, loaded North High, to 1 Av N-8 St, to 6 St, to Marquette; unloaded at auditorium; at Nicollet-Lake 306, via Lake, Lyndale, Hennepin, 11th, 1 Av N, Wash, PI 337. Gannon brought his changer along, came back to help load the kids. ("SPECIAL" cars were /19. usually credited to the line on which the money was taken in.)Dec.

EXTRA SCHEDULED ON BROADWAY CROSSTOWN, but I never saw it operate or be marked up; mid-Dec: PO 357, WB 2 min. behind regular, 19-Up 413 (2 min. behind reg.), Jackson 436, on same time as regular! This was time Board of Education offices let out near Jackson, & Broadway had rough trip. From Jackson, extra proceeds to ~~B-E~~, B-W, there at 444 "doubles" with former Chicago ~~B~~ 442 PO, to B-E, to 38-Chicago. I watched balance of year, but only 442 Fre was run.

ACCIDENT, 1449 on Selby-Lake, coming down bridge at Selby & Pascal, hit mail truck making odd turn there, both caught fire, 1449 and load of Christmas mail got all burned up. Remains of 1449 were burned Jan. 3 (acc. on Dec. 16); trucks, motors, air compressor were salvaged; later newspaper story said company collected over $9,000 insurance for car, which had cost just over $7,000 new.

BUSES (excuse me) were put on the Nicollet line, to help out in AM & PM rush, Dec. 8 until after the holidays. 9 buses were used at a time, scheduled 5-minute service between 4-Marquette & Nic-Lake. Buses were of Ford 455-variety, 27-passenger.

CHRISTMAS EVE requested pullouts only, drove 1364 in AM, conned 1370 for Swede Johnson #1517 in PM, 403-553. Most people had gone home earlier than usual rush hour; at 38 St, going Fremont, Swede said "Let's run on time and screw up the line". We ran on time and soon were followed by long string of cars, running hot with no work to do.

WE WERE SIDESWIPED on 7th St. bridge (I was conning in 1350 in PM, for Farrell #1519), Fri Dec. 26. Snow was banked up on both sides of bridge, so there wasn't room for autos to pass streetcars; but they tried to pass anyway. In three PM trips over bridge, we saw three autos sideswipe streetcars; two times it was our own car; first time no damage to streetcar, second time rear gates were damaged; this was our last NB Fremont trip; so reaching B-E, we transferred passengers and pulled in early, 637 ins. 702.

SEEN REHABILITATED Sat Dec 27 was 1787, which had smashed into 2006 in late Oct. Though I didn't study the subject then, I realize something odd now. 1787 was only Lake St. rehab car that ever was given window guards, and this must be when it got it (window guards recorded in 1948); could it have been because the car went in to shops from North Side?

NEW YEAR'S EVE DROVE night run on CPF, asked for a gate car, Alfred the switch-man said to pick one out, I took 1373. Night service six minutes, most people going downtown about 9 p.m. Got biggest kick out of having gatecar northbound Penn at 8th-Henn at 1150 PM; reached Bdwy-Emerson for the new year. SB at B-E at 1236 am, transferred passengers to Alex Woidela's owl pulling out; my conductor, Ray Gilsrud #1244, got off my car on to the owl, to con it until 412 a.m. So I & 1373 hauled a couple people down to Lyndale, then went to the station alone.

YEAR-END CAR TRANSFER ordered Dec. 29, 1947: 1474 from Snelling to Lake, because it had been on '47 scrap list and got no new license.

I'D RATHER REMINISCE OF DEC. '47, and seeing 1359 NWT/ on the 15th, and 1560 NWT/ and 1444 NWT/ on the 18th, than to write what I saw Jan. 10 '48. A gas tank was put up outside East Side Station, and gaseous vehicles for NWT took over 12 and 13 tracks, on either side of the offices. But they didn't stay there so very long; East Side was already full of coal smoke, and the combination got overpowering.

SAW 1178 N62, Jan. 13; soon all cars had new signs sewed in.

HAD NO FIRE IN 1547, Jan. 15, & threatened to pull in. Car 1200 was brought out for us, and the car change made at 38-Penn.

CONNED NIGHT BASKETBALL PULLOUT, Fri. Jan. 16 (after 18-below morning). PO 915 listed, time we went on call; actually PO 948; we were fourth of five 2-man extras to be NB Fre, Penn, Fre, Penn, Fre. All five went down to 2 Av S-6 St, laid over till starter there received word that game at auditorium was breaking up. Followed regular 1032 Fre at H-8, went Penn, Thomas 1100, PI 1120; car 1677.

BAD DAY WED. JAN. 21, easy for me in 1172 on 211-643 Robb, got only $13.68. NB H-5 604, my leader was missing, but two other late ones ahead, and me 5 minutes hot. At B-W 609, saw 1368 B/ going over to Jackson; this had been on 415 Int-502 Fre, to City Limits, 38-Penn, PI scheduled 549. (There were five fillins on Broadway that evening, including this gatecar and one 2-man button car). Going up Broadway, at Dupont I met 1364 28R/, with board "To 54th St." Then I met at least a dozen more 28Rs EB, and at Washburn Loop saw inspector starting out 1789 and 1176, both NOT IN SERVICE.

DROVE SAND CAR 18 Thurs Jan. 22, Norman Stewart #1561 conning. PO 1000 am, to B-E, Fre line loop, 2 St-2 Av S 1040, Fre line to B-E, 19-Upton 1115, Jackson 1155, half-wyed at Bdy-Emerson 1218; to B-W, Wash. to 7 Corners, half-wyed there 1245, PI 107.

CAR CHANGE Sat Jan. 31. I relieved Ed Johnson NB 503 pm, he said 1586 had slack brakes, they had been trying to make car change for several hours; starter Tommy promised me one on coming south from Thomas at 535. 1667 arrived for me from the station; when I was getting set another car arrived for me, coming down behind me from 19-Upton.

NEW ELECTRIC SWITCHES FOR PCCs: Feb. 2, SB on Bryant at 50th; Feb. 3, SB on 4 Ave. at Lake.

STORE PULLOUT & FILLIN, Mon. Feb. 2: 859-1019 store pullout (1-man) to 48-Chicago, PI via 6 St; at 1st & N. 5th, inspector asked me to fill in to 28-56, so at 1006 got "TO 56" window card from him, had shopman at H-5 grease front doors and fix my fire. Left 56th 1048 (regular 1039 missing), PI 1136.

DROVE CHARTERED 1-man PENN SPECIAL Wed. Feb. 4, PO 1152, 38-Penn 1209; at 36-Penn, loaded 93 small kids from Penn School (78 were expected); at Lowry loaded 37 more from Cleveland School, as expected. Via Fre line to 2 Av S, over Central bridge to 4-Central, via Oak line, unloaded 15-4 St for "Tom Sawyer" play at "U"; Beacon 1254, PI E.S. 5 track. Followed by M/M 1261, who had 1155 Special to 36-Fre for Bremer School; other specials from N.S. & Lake, paid to sit out time at E.S., and from E.S., whose pay ended when they got in there. PO 237, Beacon 250, got 117 fares returning; some kids payed enter, some payed leave, some payed their teachers, some didn't pay. Same route to 38-Penn, there 352. Meanwhile at 2 Av-7 St, streetcar, bus & auto tangled; when I got to B-E, no NB cars for 15 min; Tommy half-wyed me, sent me back to Thomas; PI 445; kept my 1667 for 458 Robb pullout, though Lake's 1734 was marked up.

(B-E to Thomas to Sta, got $4.44 & 28 trfs.)

CAR TRANSFERS WERE IN ORDER when buses went on Rondo-Stryker Jan. 24. (These buses, and Western Ave. shuttle bus, then operated for a while out of Snelling Station). On Feb. 3, lonesome 1609 was sent from Duluth to Snelling; Feb. 13, 1242-1243 went to Lake, lost flag brackets; near same time, 1225 1848 1849 1851 went to East Side (were all noted on markup there Feb. 4). Duluth had seven cars ~~transfs~~ on the Rondo-Stryker line, so transferred seven. (RS line had used mostly 2000s). AT UNION Feb. 10, Lake St. was complaining about gatecars again; union officers said Mr. Bakken was just getting around to another redistribution (see April transfer notes); also that spare buttons from RS were redistributed, but had been needed immediately for extra service on Bryant and 4th Ave.

NEW INTER CAMPUS CARS, first noted on E.S. markup Feb. 4: the four cars on that day: 1266, 1268, 1269, 1346. 2000s kept on 4 track. Buses marked up at E.S: 8 on NWT, 4 on Kenwood.

"BIG JOHN" BACHINSKI, # 1259, put a big hole in the steel front end of 1780, ~~Fri~~ Feb. 4, pulling out in afternoon off about 15 track; he hit the sand car as it stood loading up sand. He said the sun was in his eyes.

FIRE AT ATHLETIC CLUB, Fri Feb. 6, about 825 a.m.; NB cars OK, but SB Chicagos rerouted 1 Av N- 6 St through loop. I was sent out 1-man in 1567, PO 907, to fill in LOOP for car leaving 38-Penn 929 (Roder, 1601); but he got there all right, so we had good service going downtown. I lagged a bit, got $1.65 & 9 trfs.

CONNED BASKETBALL NIGHT PULLOUT in 1469; PO 915, acually 936, were Fremont between two extra Penns; layed over 2 Av S-6th till game was out; NB H-8 headway was

1-man Fre 1020 reg.
2-man Penn 1024 ex.
1-man ~~R~~Penn 1026 reg.
2-man Fre 1030 ex.
1-man Fre 1032 reg.
2-man Penn 1036 ex.
1-man Penn 1038 reg.

Left Oliver 1058, PI 1118.

2007 ON 704 PENN, Mon Feb. 9. Tues Feb. 10, 2007 on 704 Penn, and PM 2007 on 444 Fre (PO Loop, then 44-Fre). Wed Feb. 11, 1175 on 629 Robb (to 36-Fre) pulled in from there, apparently with motor trouble, got another car. This left us a car short; I had 711 Penn 1-man, a loop trip, begged night clerk Al Stein to let me take # 2, only other car in station. He said no, he'd rather not send any car at all on my pullout. Then shopmen found trouble with 1175 was that someone must have leaned on buttons of rear-end control, so I pulled out 1175 at 720, went only 38-Penn, instead of Thomas.

ACCIDENT Thurs Feb 12, eastbound Selby button car ~~hit~~ slid at Grand & Lake, hit SB 1177 GM/ turning on to Grand.

DROVE BASKETBALL EXTRA Fri Feb 13, 1580, first of four cars; PO 228, to B-E, loaded North High, via Fre line, 1 Av N, 6 St, Marq, to auditorium; to Lake St, to Lyndale, 11-Henn, 1AN, Wash, PI 336.

ROBBINSDALE STILL RUNNING BAD, shuttle buses often brought there loads in to Broadway-Penn or Broadway-Emerson.

1666 MY UNLUCKY CAR, Fri Feb 20 on 647 Bry-Int, car was freezing, set me sneezing, had to take two days off.

FOUND # 2 in fine shape on 523 Bdwy Tues Feb 24, control arrangement more comfortable than 2000s; had fast pickup, I beat all other four cars due at B-E at 732 am. Pups had been stored a good deal during winter.

TWO-DAY STORM STARTED Fri Feb. 27. Heavy rain in A.M., then temperature dropped, ice started forming on wires, by noon cars were wearing out trolley wheels or breaking poles right and left. Got fillin up Penn in 1683, PO 208; going up Penn, near Lowry met four southbounds, three of them pulling in. Left Thomas 235 as a "Loop", saw next cars NB at Lowry, five cars together (good for 8-minute service); H-8 259, PI 320; 1683 had ice breaker on wheel. Rain changed to sleet, wind knocked down trees, branches, wires all over city. At 416, I was handed time of 418-843, as M/M was on fillin and hadn't got back; so I drove 1399 for Ellen Campbell, #4153. Put salt on platform, PO 422 (late), went loop and NB Penn; now it snowed hard, autos were stuck all over. Left Thomas 516 (minute late), put it in corner, found we were only car going our way (and were To 54th). On time H-8 539, made light & passed up about 40 people at LaSalle, spent three lights loading at Nicollet made an extra light at 7th St, passed up everybody else down to 6th Av. S, had 8 minutes layover at 54th. NB got in a string of cars to Thomas, hauled 10 people whole trip, had 8 min. more layover. Filled seats going downtown, then filled whole car with people going to hear Henry Wallace at the Armory; "made lights" at 8th & 2nd, at 6th & 3AS, which is awful hard to do anytime, and was good in a storm with a gatecar; pulled in on time. Then fillin in 1654, PO 900, H-5 911, southbound Robb; empty from Franklin-Cedar to Cedar-42nd, except Bob Rieman #1246 & girl got on and went for ride when they saw car was empty. At C-42, two cars ahead wyed out and gave me their passengers going to 28-56. Left 56th 1006, was supposed to be 951; PI 1104.

SAT FEB 28, conned 1051-643 for Harold Martin #1513. Went to Thomas; coming back with standing load, snow falling, at car stop at Broadway-Irving, Martin put on brakes but there weren't any; he reversed, stopped about 150 feet down line. Put load on car behind at B-E, pulled in using reverse. Pulled out 1664, PO 1202 around loop and NB (lost 38 St trip), got late, wyed 38-Penn, got later and overloaded SB, left 38 St. 155 ins. 144; were instructed to go to Thomas, then loop next time; but at 24-Chicago, pullin 1397 ahead of us had motors catch fire, smoke pouring out, sparks flying from roof, and at same time power went off. When it came on, we pushed 1397 through loop on 6th, to the station. We left Sta. again 335, looped (lost a 48 St trip), went 44-Fre, 54th, Thomas, left there 632 ins. 623 to pull in. Tommy at Bdy-Em wanted fillin to Jackson, 2-man OK, but Martin had had enough for day; he got off and I took over 1-man 1664 at 655 at B-W; Jackson 716, 19-Up 742, PI 804. I walked in Sta. and Harry Dear wanted Robb fillin to be at H-5 in five minutes. Got 1654, PO 810; standing load southbound; needed three tries to get car to turn on Franklin from 4th Ave (snow in switch); waited at 42-Cedar for people off car behind. Had car ahead, he left 56th 921, so I waited till 936, set sign "NW". Starter at Cedar-Lake at 954 asked me to go to Camden. Saw a regular leave Camden 1028, so I waited till 1043, went Loop (via Wash-1AN-5th-2AS-Wash), PI 1125. I cashed in all trip sheets at once; Mike Drossel, taking in Fre, Bdwy, Robb, said it looked like I'd been on all their lines; I said "Just wait", and gave him the 34W sheet too.

MET 2-MAN 2006 going to 44-Fre, at Plymouth-Emerson, due 514, but 17 minutes late, full to the roof (the 446 Fre); old-timer Chris Eidem driving, conductor probably standing in front beside him. (Mon. Mar. 1). (2001 on 446 Fre Fri Feb. 27).

I'D ALWAYS WANTED TO CON once for old-timer Adolph Tuma #1327, and did Wed Mar 3 on 444-543 Fre in 1396 (all my work for day because I scratched). Found he drove the way he walked. (He didn't walk, ~~kmx~~ he waddled). 6 min. late in loop, 14 min. late at 38-Penn; then Tommy had us make extra trip to 54th, so got in Sta at 730. Tuma (like old Chris Eidem), though slow, was very good-hearted, and always waited for everyone. They helped form backbone of Chicago Ave. service in the war and after, by working one-piece runs and then long pullouts afterwards, as if driving up and down Chicago Ave. was all there was to do in life. Later when he reached 70 and had to retire, Tuma cried because they wouldn't let him work on his birthday. Eidem was an old bachelor, rooming on Wash. Av. N. not far from station; he'd bring a doughnut in a bag as lunch on his 8-hour run, then take a nap in a streetcar till it was time for extra afternoon pullout. His con, Allers #3420, said Eidem paid for house for his brother, who had nine kids and no money. Allers also described an incident when they backed into wye at 44-Fre, and Eidem spotted a frog near nail, run over but still alive; he picked up frog carefully and carried it, not just off the street, but way over on grass by the school fence, and set it down gently; the story made me think of St. Francis. When he retired, Eidem spent the days standing on the corner at Marquette and Washington; one night on the last car to Camden (1230), Nyberg #1367 saw Eidem there, lying passed out on the sidewalk, helped him on the car and saw him home.

CAR SHORTAGE Tues March 2, no 625 Fre. Wed Mar 3, no 446 Fre in PM; crew shortage possible, this and 444 had recently been made 2-man after long time of running 1-man; circus was in town, some cars out for that. Thur Mar 4, no cars for 625 and 702 Fre.

WAS CALLED FOR CIRCUS PULLOUT to double with my later 444 Fre con. PO255 in 1791; and car 1172 also PO to double later with 449 Robb. Ran "Loop" via 28R line to 4th & Grant, we headed into wye behind a Lake St. car, had to back out so he could wye around and wait on SB track. When regular NB 28R started getting swamped with kids, I backed out, went right out to haul the regular passengers to Robb and got plenty, had 70 3¢ fares at 36-France; left 434, blank sign, B-W 448 to pick up M/M Tuma and go loop and Penn; but he brought another con with him. I got ride on 1562 38C to Sta at 456, Callaway leaned out window with trip sheet for 458 Robb, said car was ready on 9 track: 1390 all signs set "Penn", sand not working. So PO 508 10 min. late, much overloading and passing up, 20 minutes late at 56th, pulled in, refused Cedar-Lake starter's request to go to Robb again (he had SB cars lined up from Lake to 28th). Our other extra 1172 went from 4-Grant to Robb, south to 56th for own 449 pullout, was pulling in NB at Cedar-Lake when starter half-wyed him there and sent him south again. Th Mar 4.

MAKING CAR CHANGES. Thur Mar 4 PM, waiting for 806 Bry to go home, was sent to bring car 1807 up to B-E for Tifft, took his 1396 back to~~x~~ Sta with motor trouble; shopmen all up there for different car change; I got over 2 hours pay for 12 minutes running. Similar car change Mar 10, brought up 1197, took back cripple 1807.

SNOW STORM SAT MAR 6, line in knots, I wyed 38-Penn 345, extra run 48th to 54th 457, NB via 6th-B-W to B-E (lost Oliver 530), relieved 703, home for supper, next relief 742, car 1802 no brakes, went Thomas, changed to 1596 at B-E, other cars out of place & wying all over, followed snow plows couple trips, made all trips, 1596 a whizz, pulled in hot at 1201 am after 12-minute run from Thomas to Sta, including passenger stops (running time usually 20 min.)

KEPT ~~3~~ # 1 IN CORNER Tues Mar 9, standing load on 726 trip from Upton to B-E, left half minute early, ~~gxtxkx~~ B-E half minute late leavi & beat other four cars due there 732. Got $15.75 523-911 am. 1579 & 1395 were on B day runs, as two 2000s were crippled day before, shopman said M/M drove too wild. # 1 went on Tues night run, Gus #1437 wouldn't keep it, Stewart #1225 pulled out 719 pm, half-wyed B-W, went to Jackson, gave Gus button car 19-Upton. I had thought # 1 was quite warm (it was 7 below in AM).

FIFTEEN BELOW in AM Wed Mar 10, N.S. had eight car changes during day, including # 1 and 2007 pulled in. Power failure on Chicago south of Lake about 730 pm; simultaneously our car 1480 (me conning for Tifft #1663) got motor trouble, went to 38th ins. 48th, went NOT IN SERVICE to 2 Av S-6 St, where car 1802 was brought to us.

WINTER'S RECORD COLD Thurs Mar 11, 27 below (coldest in Mpls. since 31 below of ~~1x19x31~~ 1-19-43 when I was checking at 5th & Central in me good old ~~xtxrm xxxt~~ sheepskin coat). My car 1580 had no frost shields (these always went B.O. & disappeared by early March), but M/M's window shade placed behind controller made electric heater throw heat on to window & clear it, not letting heat back in car. Our fire burned but didn't heat car; my con Kirby #1179 kept stirring it up with switch rod, and kicked h--- out of pipes beneath car to clear them out if they were plugged up; but it was as useful as pounding on a radiator at home with the end walls of the house knocked out. WESTERLUND #1217 pulled in his 2001 off the Broadway line for "flat wheels", and Callaway (the foreman) said, "I think old Oscar is getting finicky." 2001 got put on 446 Fre, and the wheels sounded OK to me.

THERE WAS A "HEALER" at the Fremont Tabernacle March 4 to 14, later extended a week; that church had big ads in the paper, including "Take Chicago-Fremont Car to 25th Ave. No." They rode up there about 730 pm, stayed till midnight. One day a con loudly called 21st, they thought he said 25th, and whole load of Holy Rollers rolled out at 21st; the M/M, Torrell #1221, picked them up again and took them to 25th. Another night, I was conning a gatecar, we picked up 50 of them at 14th & Chicago, and they all sang hymns all the way to 25th & Emerson. We hauled most of the cripple in town up there; as I didn't watch the night run cars, I don't know how many were still crippled when they went home. Anyhow, they presented problem when they broke up, for SB cars due for owl relief; one night ~~Torrell~~ handed out 100 transfers at 25th, had to transfer them all at B-E at 1148 to owl pulling out (M/M Fish Olson on N.R.). Another night one car picked up 121 there, next car filled up also. To solve problem, night run cars made loop trip so they didn't have to put everyone on to the owl.

I CONNED ON "HALEY'S COMET" Sat Mar 13, M/M Fred Haley #1165. Going up Emerson in 1499, between ~~xm~~ 18th & Broadway car was parked close to tracks (with woman in it); car ahead of us got by OK, Haley wound up 1499, then click--ping--crash! Haley kept right on going, and I just had to shut my eyes. --Gatecars on Sat. runs, 1368 1401 1421 1547, and 1400 which needed PM car change. Soon after this, ended gatecar use on Saturday, but taking extra cars in house Friday night and giving them their brake check early.

HAD ODD FILLIN in 1196 Tues Mar 16; had 447 ~~22~~ Robb, but pulled out 430, was 440 at Camden, went south from there as a 28R/.

GUST JOHNSON #1477 gently eased the gates shut behind a very slow boarder, who then pushed his behind out against the gates and broke the gate rod. Con Ernie Lundberg had to work gates by hand.

NO CAR FOR 634 Fre Tues Mar 16, but # 2 had been stored several weeks. Wed Mar 17, no car for 634 Fre; noted 1667 1666 1665 marked up in order on Bry PM pullouts 223 309 413.

BEST MOTORMAN IN THE STATION was Lloyd Johnson #1459; I conned his night run from 400-902 Wed Mar 17 in 1654; also conned for him Mar 5 in 1611 in snowstorm, he had situation under control when everyone else was late and going nuts. Most M/M hated to wait for people, got mad at con who held things up; but Johnson impressed me when ready to leave 54th one night and I rang buzzer to wait for someone coming. Crippled woman on crutches got on, and he didn't start car until she had sat down. I watched Johnson's ~~driving~~ driving a lot; he sometimes ran a trifle early (usually did), but always waited for connections and people running. It's odd how happy people would get when they'd run for a car and "just catch it"; they'd get on feeling very good, which is a contagious feeling, and it was a pleasure to con for such a driver. In contrast, lots of motormen loved to slam the doors in people's faces, and it was often embarrassing to be the conductor looking out at them. Late one night in 1953, I was coming off Monroe, and woman came up on bridge near 7th & Central, wanting to transfer to NB COl. Hts. bus which was just then going up Central (half hour service). People seldom transferred there at night, and 99 drivers out of a 100 wouldn't look for a transfer there; but that bus driver was Lloyd Johnson, he slowed a little and looked at my car out of habit, and saw the woman and waited for her.

OLD ANOKA WYE AT 3rd Ave. No. used to be used by late Chicago cars, said Johnson, though I personally never saw anything but Anokas in the wye. He told of one night two Fremonts were going north together, second one was empty and didn't see why he should go way up north all empty, so backed in there and had a long layover.

One 30 below night, Johnson was pulling in from Chicago Ave, via 7th St-Bdwy-Em; Robbinsdale-Franklins appeared all tied up, so he picked up a jammed load all along 7th St and at B-E, and took them to Robbinsdale; had black fare box, collected 3¢ by hand. (Nothing went amiss, so office didn't complain, but usual rule was that trainmen couldn't think & couldn't do any such thing without permission).

TOOK 1586 TO SHOPS Sat Mar 20, brought back Sand Car 18, which then went out right away. All other stations had their sand cars out, and meanwhile # 44 or # 45 had covered our territory up to N.S. Sta. --2001 was also OK at shops, maybe had really had flat wheels --Saw 1330 on 19 track at Snell, signs Inter Campus, front end smashed up badly, but not as bad as 1537 and 1223 had been. It was scrapped in April as "damaged beyond repair".

RUMORS PERSISTED that Lake St. would take over some or half of CPF runs, to save PO & PI time from south end. These rumors lasted as long as I worked at North Side, and flared up especially anytime trackmen worked on or looked at the switches at Chicago & Lake.

I SAW FIRST TELEVISION Wed Mar 24 (second day of KSTP-TV), while conning in 1588 at B-E 836 p.m. A little knot of people was clustered around sets in window of Ken Johnston's appliance store. I was not so impressed with Progress, and at this date would trade all the television in the world for one day's conning in 1588.

BUSES PROPOSED BY COMPANY were to run from Robbinsdale to Broadway-Upton, Upton to Plymouth, replace Plymouth cars. (Rumors also said buses considered for Broadway Crosstown, and bus line to run as Camden-E. 25th St.) 28 Av-Robb line would have stayed in to Washburn Loop (or perhaps been Fort Snelling-Broadway line to Washburn Loop); tracks on Broadway were all excellent. Proposal was finally turned down, chiefly because Robbinsdale people wanted to continue to ride way down Broadway; many did their shopping there.

STARTED REGULAR NIGHT RUN, 62 Fre, Sat Mar. 27.

ACCIDENT Mon Mar 29, 1752 knocked over fire engine at 44-Bryant So. 1752 smashed up worse than 1537 was, but got rebuilt.

BOUGHT OLD CHANGER from Jerry Nordlund for $1, had Fish Olson cut the barrels down short for $1, there was no penny barrel. New tiny changer just right for last 1-man trip on night run, which had con to 1000 pm. I could carry the changer in my back pocket. Later used it on owl runs at East Side.

CAR TRANSFERS IN APRIL, some due to bridge-building on Arcade, which ended in same results as bridge-building on Bryn Mawr line, 1939. Bridge was closed PRIOR TO APRIL 5; apparently Dale-Phalen cars ran over Payne line, and shuttle bus ran from York & Greenbrier to Maryland & Forest. BEGINNING APRIL 5, new shuttle bus ran on Forest between 7th St. & Maryland, connected with other shuttle at Case & Forest, also connected with SCPs and DPs. I am uncertain just what was done with east-end DPs; they were likely cut off somewhere, with shuttle streetcar between Phalen Park & Maryland-Forest. TRANSFERRED SHORTLY AFTER THIS, from Duluth, ~~xxxx~~ 2000 to North Side, ~~1761 1762 1812 to East Side~~ (DPs MIGHT have been running through on SCP line). TRANSFER ORDER APRIL 14, Snelling to Lake St., 1745 1747 1748 1763 1764; Lake St. to Snelling, ~~1407~~ 1406 1411 1412 1416 1418, all put in use at Snelling.

TAKEN UP AT UNION, crowded tracks at Nicollet (discussed early in year, trouble caused by '47 extension of garage over 7-8-9 tracks) 18 track now needed for use, but doors of cars couldn't be opened on 18 if there were cars on 17; a shopman had been hurt between cars. Solution was to fill up 18 track first when pulling in; on pullouts, empty 17 before 18.

1765 CRIPPLED pullin to N.S. April 8; car shortage, no 654 Fre in AM. Fri Apr 9, # 2 out of several months storage, on 523 Bdwy ins.#1. Sat Apr 10, 2000s on B on Saturdays, probably first time since war, perhaps to cut gatecar use.

COMPANY "FORGOT" to pay city license fees for 90 or 95 new buses, according to "The Mail", now paid $812 penalty & $1600 for lic.

BROADWAY 331 PULLOUT, Sun Apr 11, one of two on Sunday supposed to half-wye at B-W and go to Jackson first, accidentally went to Upton instead, lost half a trip.

NO MORE BUSES at East Side and Snelling, Mon April 12.

ROBBINSDALE PEOPLE all mad at V-P Carr, found him obstinate; some at company for tearing up tracks and running rattletrap buses; offered to widen Broadway 2 feet each side so double tracks could be laid; preferred double track streetcar line, but would settle for buses if they ran all the way down Broadway, asked N.S. Commercial Club to help them get good route. Company wanted 5¢ suburban fare, claimed they were losing on 3¢ fare and couldn't put in improvements out there. I'm certain their accounting system at fault, they must have counted only 3¢ fares, ignored all the city fares paid by same people from Robb; same system caused them to lose (ha!) on Hopkins and Mahtomedi lines.

CEDRIC ADAMS PRINTED the one about the minister who asked a man why he sat way up front in church, when everyone else sat way back; man said he was a bus driver, and wanted to find out how in the world the minister got everyone to move to the rear.

2-MAN CPF SERVICE CUT, about time of award of increased wages; effective Tues April 27, cons on night runs get off between 617 and 732, formerly last one got off at 1012 PM.

DROVE 3-MOTORED 1820 on 651 Fre, Thurs Apr 22.

CONDUCTOR CUT ON NIGHT RUNS was planned & rumored much earlier, but company waited for publication of arbitration award Thurs April 22 (12¢ retroactive raise, more later), tried to put change in that Saturday

CAR SHORTAGE Tues Apr 27, were to cut 654 Fre (extra to 38th), instead cut 710 Fre (leaving 12-minute gap at Oliver). Wed Apr 28 cut 654 Fre.

NEW STREETCARS SAID TO BE CANCELLED (390-439) because of our raise, also because streetcar price went up $2,000 each; company to ask new fare increase. Cars supposedly were due in fall of '48.

KIDS WILD AT 42-Thomas Sat night May 1; pulled trolley of 1026 there; cut rope on my car at 1036, I had to climb roof (1386); pulled Arnie Carlson's trolley 1046; threw rock at 1197 (Al Gotreau's 1056), broke deck roof window. When Al set out, at 41-Thomas he found new garbage can cover dangling from clothesline thrown over the wires; he took the stuff home, as he needed new garbage can cover, and could use the line for a boat anchor.

2016 SEEN ON SUNDAY GRAND-MONROE RUN; 2000s also on some night runs.

TOOK FARE BOX READINGS, new job after my Sunday night runs, starting April 25; got readings of all buses, all cars used on Sundays.

NICOLLET GOT SOME E.S. GM & BJ RUNS, in exchange for runs lost on NWT. "Bus line rights" were: North Side, Franklin-Lyndale, Robb shuttle, Chicago shuttle; East Side, Kenwood-St Louis Park, Bryn Mawr-NWT; Lake St, Airport shuttle; Nicollet, Penn shuttle, 2 St-Col Hts shuttle; all other bus lines under "general" pick, information from union office.

STARTED WORKING IN OFFICE, cashier & clerk job, May 24, 3 days' student

I HAD STUDENT, Donaldson #1323, on my Sunday run May 16; very good.

2000 FIRST SEEN MARKED UP AT N.S. Tues May 18, came the previous week.

FIRE NEAR 4TH-HENNEPIN about noon Sat May 22. 28Rs went through loop on 6th St. INTs went up 5th to 2 Av S to Wash, back to St. Paul.

CAR & CREW SHORTAGES, some usual 2-man pullouts often 1-man. MON MAY 24, 2001 ON 446 FRE (loop, to 44-Fre), Chris Eidem driving, so it was 2-man; AND 2000 ON 451 FRE, PO to B-E to 48-Chicago, PI V-6, 2-MAN, M/M Roder, C/R #3440 standing beside him. I met 2000 SB at 26-Chicago, without any signs, and with six cars held up behind it. (They could have put 2000s on Robb pullouts, two of which had single trips to 28-56).

Tues May 25, 2006 on 702 Fre (Thomas & Loop), 2007 on 704 Fre (38-Penn, loop via Wash), both 1-man. Sun May 30, our 1586 at Lake St, their 1424 at N.S.

I MARKED UP CARS FOR TUES JUNE 1, while studenting in office with Mike Drossel. By error, put run car 1582 on a stub, 624 Fre, later was short of run cars, so put gatecar 1443 on 653 run. Put 3-motored 1597 on 702 Fre; 2001 on 704 Fre; black box car 1663 on 632 Robb (going only to 56th & PI). Mike said he would have used red-box run car there, so would have marked up gatecar anyhow. Months later, learned Chris Peterson #1331, on sunshine run with that car, had truck pull out in front of him SB below 7 St. bridge, couldn't find sander, hit truck, lost 1443's front doors.

ON CAR MARKUP, I didn't use Lake's 1424 (3-motored), nor # 2, which was stored and not on shopman's car list. (June 1).

LAKE'S 1764 on our 715 Bry-Int, Wed. June 2.

MADE N.S. MARKUP AGAIN for Thurs June 3, 1563 on day run PO 705 (which may be one Peterson had accident with; he hadn't had gatecar in months and months); 2006 on 704 Fre, 1720 on 516 Robb, 1778 on 557 Robb, # 1 on usual 523 Bdwy pullout, # 2 on Bdwy 551 day run, apparently running again because 2000 went to shops June 2, to get new motorman's seat.

ODD CHARTER (for unknown group) Thurs June 3, PO 750 AM to 19-Upton, east on Bdwy line to load up at 13th & University, via Monroe line to Henn. to Wash. to Plymouth & Sheridan, layover till 1102, return to Marq-Wash, Monroe line, Bdwy line, etc.

LAKE'S 1773 on 715 Bry-Int Fri June 4, 2001 on 704 Fre; PM, 1773 on 447 Robb. Mon June 7, 2007 on 704 Fre, 1698 on 715 Bry-Int, and on 223 Bry in PM.

I MARKED UP CARS for Tues June 8: 1698 on 647-Bry-Int; 3-motor 1397 on 704 Fre, 3-motor 1396 on 715 Bry-Int (both crippled evening before). Not used: # 2 and 1390, both OK run cars. PM, 1698 on 413 Bry night run. (This was day old Tuma had to retire, had begged Supt. to let him work more, at least on birthday, came in office crying, had carton of Camels for office force (I got pack), and 2 boxes cigars for motormen.)

HEARD FROM FAMILY FRIEND, Sister Elvira Persson, missionary in Shanghai, China, following incident: she sent boy out shopping with a million dollars, told him to be sure to count his change; he didn't, came back short $100,000. He felt very badly, begged Sister Elvira to go back, as she could probably recover money; but she said to forget it, as the streetcar fare for them would be $100,000 one way. (She exchanged $10 American for $11,000,000 Chinese; my figuring was that would buy 111 streetcar rides in Twin Cities, 220 rides in Shanghai. Letter's postage was $17,000 air mail.)

LAKE'S 1698 on 715 Bry-Int Wed June 9. Thurs June 10, 2000 on 704 Fre, and in PM 2000 on 446 Fre 1-man, which I put it on, instead of 451 Fre shopman marked it up on. (Shopman had also missed using two cars, and I had to move 1453 around barn off 11, and 1222 around off 13, so other cars could pull out.) Mon June 14, # 2 on Bdwy day run 606, black-box 1583 on 629 28R (36-Fre, 56), 1789 on 647 Bry-Int, 2007 on 702 Fre, 2000 on 704 Fre; 1789 on 223 Bry.

I MARKED UP CARS FOR Tues June 15: 1542 on day run P707 (includes sunshine 1234-P831), 2000 on 704 Fre, 1789 on 653 Robb, black-box 1670 on 629 28R, 3-motor 1384 on 702 Fre, 3-motor 1584 on 715 Bry-Int; only car not used, # 2.

Wed June 16, 2000 on 446 Fre 1-man. June 19, # 2 on Saturday B day run, markup man Carl Fuhre should be ashamed. Mon June 21, no cars for 639 Fre and 657 Fre; black-box 1683 on 629 28R, 2006 on 704 Fre, # 2 on 523 B PO; # 1 on 551 B day run, but M/M Farrell #1519 pulled it in by 8 am, got 1675 (which should hav stayed in for inspection); and 1764 on 552 Bry. That day, at 319 was told to pull out on 309 Bry, got out with 1678 at 324, wyed 38-28 instead of 54-34, 4 min. hot NB at Lake, held by RR and heavy load, 3 min. late for relief at Sta 443 (rough run on whic Charlie Hysell smashed up 1537). See next page.

FURTHER CAR NOTES, Monday June 21 AM, the 709 Fre which had two north end loop trips, had 3-motored car, pulled it in after first loop, and for second loop, at 810 pulled out 1371, by then in from the 625 Fre. On late 28R night run, Bill Logan #1147 traded his 1172 to Lake St. for 1734. For their 451 Fre SB pullout, Roder #1601 and his son #3440 took out car # 2, were supposed to catch Bdwy. Crosstown car, trade cars with him and go south on Chicago. They didn't manage to catch him, so went to Upton and pulled in; didn't haul anyone, labeled trip sheet "Broadway" instead of Chicago, PO 451, Upton 510, PI 520.

CAR SHORTAGE Tues June 22, no cars for 625 Fre, 639 Fre, 657 Fre; 1734 on 653 Robb, # 2 on B day run 606. (I was in office with Al Stein, suggested 647 Bry which takes in only $2 be cut instead of heavy 625 Fre, but he didn't like to have suggestions made to him.) (Same AM, man scratched on 1-piece run, I suggested giving it to extra man there 25 minutes early, instead he gave it to regular man but told him to expect to be relieved about 9. A Camden car had head-on collision at 42nd before 6 a.m., but called Lake St., and though Stein knew about it, did nothing. About 630 I suggested, since Camden was tied up, he quit letting Camden POs go north, send something, at least his precious 647 Bry, south, but he would pay no attention, said cars would soon get through; they didn't get through till after 7 a.m., and there was no southbound service for over an hour. I was new in office and was supposed to mainly keep my mouth shut, I guess.) Tues PM, 2006 on 446 Fre 1-man. Wed June 23, # 2 on 646 day run, no car for 639 Fre. Fri June 25, 2001 on 704 Fre, 1207 on 647 Bry-Int (on Mon referred to above the Int was not operating that day). Mon June 28, 2001 on 704 Fre, my car; 647 Bry-Int not operated. Tues June 29, 2000 on 704 Fre. Thurs July 1, 2001 on 704 Fre. Fri July 2, 2000 on 704 Fre.

I PICKED ROBB. BABY OWL, wasn't sure when I picked it whether bus conversion might not take place first. But we did work that pick one week, from July 3. Saturday worked office instead of run; Sun off; Mon July 5 holiday, had picked run 4 Bry, worked office instead that night, instead of finishing office shift to 8 a.m. next morning Tues July 6, went on 704 Penn 1-man with 2007 on account of crew shortage. Tues was supposed to be day off, in PM worked 405 Robb, car 1196, to 50th, then to 36-France with leader missing, cashed in $16.30 on round trip, had 47 3¢ fares. NB at 6-Bdwy, again at Bryant-Bdwy, power failure, which made me pull in half-hour late. Power off longer in So. Mpls. and St. Paul, stores open that night, fillins went out right and left, I took 1480 on fillin, P710, loop V-5, H-W 730, Camden 748, P756.

NORTH COMMONS CELEBRATION JULY 5, no extra cars there after fireworks, M/M 1449 leaving Upton 954 filled his car up at Bdwy-Morgan and passed up everyone else. Powderhorn Park got 4 extra Chicagos, 8 extra Bloomingtons.

CAR SHORTAGE WED July 7, 2007 on 704 Fre, 2006 on 715 Bry, # 2 on 646 day run. Fri July 9, 2000 on 715 Bry.

I WORKED LATE ROBB. RUN 3 TIMES IN WEEK, Wed. Thurs. Fri., ~~721~~716PM-~~242~~236AM.

ON ROBB WED JULY 7, my car 1174 was wyed at 42-Cedar on account of tie-up, sent NB ahead of time, pulled in instead of being relieved by me NB 721; I pulled out 1200 at 649, made extra trip around loop. Tieup caused in rush when 1774 jumped tracks at Traffic Circle, rails spread, trucks B.O., went to N.S., took same car and went back to Robb, my leader 736 trip. No south end service for an hour. Had been 100 degrees above in day, traffic heavy at Lake Nokomis.

ON ROBB. THURS. JULY 8, 99 above day, my car 1197, drove like a Robbinsdale, sample 952 36-France, 959 Bdwy-Em.

ON ROBB. FRI. JULY 9. Waiting for my car at B-W at 716, I noted SB 1764 28R/. My car arrived, 1780, I cut out the 712 WB Bdwy there. At France, needed 5 notches to back up; closed controller window, left other two cab windows open all night; set the blank pole sign, all 3 signs now perfect "28 AV. S.-ROBBINSDALE". Lights on. Had standing load SB from Robb at 736, dumped off last 10 riders at 50th, going to Lake Nokomis to cool off. NB from 56th 851, 3 old ladies on on Bdwy. for their last ride, wanted a fast one, so gave them one:

"I'm going to run her till she leaves the rail,
Or make it on time to Robbinsdale."

SB from Robb at 950, on perfect scratch time whole way to 56th. NB from 56th at 1054, light trip. At 10 Av N-Wash, met 1764 28R/, 1788 28R/; at Irving met my leader, 1779 28R/. SB from Robb at 1209: at Henn-5th lineup, beat E. 25th car coming from 5th-5th, so I didn't have to throw switch at 2 Av S, and I made the light there; I also got ahead of the 1230 4th Ave. car. At Franklin & Park, 1243 AM, met 1764 28R, last Lake St. car going to Robbinsdale. Had coffee, swept car from end to end at 56th St.

NB from 56th at 119, the last car to Robbinsdale: 34 Av Loop owl didn't wait for me at 28-42, got ahead of me at 35-Cedar. Made OK owl connection with 1246 SL. Train was coming at Franklin-Cedar, Loop car just made it across, so I didn't get held either. Made 2 a.m. lineup at Henn-5th, left at 202 on inspector's signal. At B-E, had to wait a minute for Fremont owl. Then stuck it in the corner to Robbinsdale, tapping my gong while flying along Oakdale. Six passengers off at 36-France; argued with motorists about how to get to Hopkins; backed up, set all signs "N. WASH. TO 26TH", and very slowly and quietly, and all alone, drove to the station.

TIME POINTS, SCHEDULED & ACTUAL

B-W rlf.	716	715
B-Irving	720	720
Ar. 36-F	727	729
Lv. 36-F	736	736
Bdy-Em	745	746
Henn-5	758	758
Lake St	818	818
Lv 56th	851	849
Lv Lake	907	903
Henn-5	927	924
B-Wash	936	931
Ar Robb	947	943
Lv Robb	950	950
Henn-5	1011	1011
Ar 56th	1047	1047
Lv 56th	1054	1055
Henn-5	1130	1130
Ar Robb	1150	1150
Lv Robb	1209	1209
H-5	1230/33	1228/34
Ar 56th	108	106
Lv 56th	119	120
Henn-5	200	202
Ar Robb	220	223
Lv Robb	221	227
Pullin	236	242

FARES CARRIED					FARES IN ROBB.			
Trip	Cash	Tok.	Trf.	Free	Trfs.	Local Trfs.	3¢	Free
716	10	9	14	2			15	
736	20	58	41		5	2	2	
851	11	34	13				14	
950	8	35	28		18			
1054	11	37	19	1			8	
1209	17	18	16		3	3	2	
119	5	28	27	1			6	1
221	0	0	0	0			47	
TOTAL	82	219	158	4				

TOTAL 465 RIDERS. Issued actual 182 transfers.

Cashed in	9.61	(dimes and 3¢)
	19.71	(219 9¢ tokens)
	$29.32	

N.S. CARS ON 28R, Fri, July 9. *Indicates car does not go to Robb.

	Pullout		Pullin		
1199	516		837		
1654	551		807		
1222	557		811		
1780	559				236
1201	620			616	
1390	624		841		
1200*	629		836		
1667*	632		821		
1176	635		853		
1198	647		904		
1175	651			638	
1791	653		826		
1195		205		643	
1176		211		643	
1198		323		806	
1654		405		618	
1667		408		736	
1390*		456		645	

AFTER ROBB, I picked RR 5, day swing run, one day 34W, rest CPF, Saturday's run pulled out at 548, I did not want to sleep at Sta, so night of changeover stayed up all night, had coffee & hamburgers at B-W, had foreman let me con instead of drive on Sat. in 1389. Once I dozed off at 35th-Chicago, was woke up by passengers who wanted 38 St. continuation transfers. After run, went home and slept 18 hours.

FOR AQUATENNIAL PARADES IN JULY, car routes same as previous year, but 28 Av. So. line now half-wyed at 2 Av S-5 St, returned south.

OUR CAR SHORTAGE OVER, Lake St's still bad. I worked in office Sun. night July 11, when they called to ask for three cars; Al Stein told men to take cars off 15 (P.O. cars next day), they got 1537 1581 1470, we still had 7 spare cars Monday morning. Next night Lake St. came up and borrowed 1807. They left our signs in these for several months, using them on 34W and 28A, finally changed them for Lake St. signs.

I WAS CALLED IN, turned in by Carlson in Mobile Unit for crossing switch too fast at Washburn Loop in 1197 July 8 (called July 14); I just said "Heck, that was the Robbinsdale line."

WE QUIT USING # 1 and # 2.

N.S. RAN AQUA FOLLIE EXTRAS Sun July 25, cars 1174 and 1195, PO 950 PM, 1 Av N-6th 1005, left Glenwood 1050, Loop to 2 Av S-6 St 1110, PI 1130.

STUDENT CAR 1514 NIS/ seen SB on Emerson, off Fremont line, with two students and Snelling instructor Larson. When I studented, they said we were not allowed to go to Mpls. (Mon July 26)

LAKE'S 1562 at N.S., our 1396 at Lake Mon July 26. Tues AM July 27, I rode 1396 CL/, run by L.S. man on pullout that used N.S. Sta as end of line (SB just ahead of 801 Bry); in PM, we had 1562 on 223 Bry. Wed July 28, 1562 on 647 Bry-Int; 2 cars retraded on that day.

NEW TRACKS BEING LAID ON XERXES (OH).

DROVE PRE-PARADE EXTRA WED. July 28, 1-man 1668, PO 738 PM, north end and loop; couldn't got through on 8th, though autos did, went down 1st Av N from 8th to Wash, pulled in; couldn't break parade at 2-4.

HAD AIR TROUBLE coming in 1800 for Al~~x~~ Gotreau #1143 Wed July 28, NB on Penn 1st trip of 430 PO. Air leak developed, pressure dropped to 30 lbs., bell rang from Morgan to Lowry. Called statior at Thomas, was told to trade cars with a pullin, got 1806 from pullin there at 535, ~~xx~~ that crew took 1800 in Not in Service.

LETTER TO "EVERYBODY'S IDEAS" IN STAR wondered why anyone should complain about recent new fare raise to 11¢: "Formerly you had to walk 13 times to save a dollar, now you only have to walk 9 times to save a dollar."

I CAUGHT A COLD AGAIN from driving 1666, July 15, 715 Bry.

PUP USED FIRST TIME SINCE END OF 28R: # 2 on 523 Bdwy stub Mon Aug. 30, 2001 on 704 Fre; that day, up to 11 cars at shops, ~~kxatxkakaxStxy~~ possibly some on Fair Grounds, so 4 3-motored cars could not be sent in to shops, were used in PM: 1664 on my own 427 Fre (ran very well), 1801 on 446 Fre, 1222 on 430 Fre, and 1200. Same AM, had worked all night in office & lent watch to another M/M, many men scratched in AM and I had to rush out on 715 Bry (Camden and loop), in 3-motored 1801, without a watch; guessed at the time, pulled in 804 instead of scheduled 806. Tues Aug. 31, 3-motor 1664 on 657 Fre, and manybe others out, but pups were not used.

FARE RAISE July 13 to 11¢ cash or token gave M/M lots of accounting, they were more cashiers than they were motormen. With closed top fare boxes, collected the extra pennies by hand. Farebox tops were changed at about rate of five per day, which would take six months for system; but in late August it was speeded up, and near the first of September all cars were changed over, all boxes now to be black with open tops. Robb line had of course ended; now any farebox could be used on Mahtomedi line in the flag bracket cars, while any E.S. car at all could go on Hopkins runs.

N.S. DRIVER PHILIP MUCK #1275 worked as instructor at Snelling, and often brought NIS student cars to Mpls., as he knew routes here better. Aug. 26, I noted him with students in 1511 NIS NB at 36-Penn. Sept. 2 I was going home from N.S. in morning, saw him pulling out in 2021 NIS and hopped on, thinking he'd go down to B-W; but student driver turned toward Camden, and Phil already had "42nd Av. N." on trip sheet. So I started to get off, he changed mind, decided to go to 42-Thomas instead, and a student drove me right home to Broadway-Irving in 2021.

FAIR GROUNDS WORK. Sat Aug 28, I worked day cashier shift 8 to 4, was going home when Callaway asked if I wanted to make "a trip to the Fair Grounds". There was a twinkle in his eye, as if he knew that I knew what "a trip" meant. So I pulled out 1678 and worked till 1140 PM, and made over 25 hours pay that day. (Westcott #1129 was cashing in after day run, thought he should have been asked for Fair Grounds; it was his first day back after week's honeymoon). PO 400, Via 1st Av. N.,

11-Henn	420	600	742	924	334 tokens, 73 dimes,
C/L	448	625	807	947	73 hand-collected pennie
F.G.	514	653	836	1051	64 trfs., $ 44.77
C/L	521	700	843	1058,	Henn to 7 to 1AN, PI 1140

I took closed-box 1678 in preference to roller-bearing 1199; only other N.S. car on FG, 1389; saw Nic FGs 1249, 1467, 1649.

FAIR GROUNDS WORK; Sun Aug. 29, marked up for 1049 Fair Grounds, Nels used to write on markup "Bring Lunch". It rained all Sun. morning, one man got call time only, #1261 went on 1224 FG during rain, #1389 got FI for crippled Chicago, later FG, #1519 got FI for crippled Camden, I got FI for crippled Penn, PO 1242 in 1566, 111 Thomas, 135 Loop, PI 156. Was going home when call came for an FG. I took car 1499 with open farebox in preference to 1396 with closed, and pulled out 220:

11-Henn.	239	353	511	645	826	1002	316 tokens, 147
C/L	305	415	532	708	851	1023	cash fares, 125
F.G.	314	426	605	736	914	1058	trfs, $ 50.93.
C/L	320	434	611	746	922	1106,	to Henn-7, PI 1142.

Also on FG, N.S. 1469 (M.1261), 1386 (M.1489), Nicollet's 1249, 1467, 1744, 1795.

IN MY 1542, I pushed crippled 1499 from Chicago-Lake to 38th St. Fri. Sept. 3, first transferring all passengers to car behind. At 38th St, shopman and inspector showed up, uncoupled us, fixed circuit breaker underneath 1499, and away he went.

LAKE ST. CHANGED SIGNS IN 1807, 1470, 1537, 1581, to their own signs by Sept. 7, when I saw 1807 P25. That day (Tues), # 2 on 523 Bdwy, 2000 on 704 Fre; I rode to St. Paul and noted,

Dul. cars on GM, 358 388 389 2017 2018 2029
on SCP, 357 359 360 387 2019
Snel.cars on SCP, 323 353 383 2003
on GM, 354 356 381 382 384 2002 2004 2005 2015 2020 2024
on HC, 2022
5 PM triple-header, 1238 HPNSP/
1812 HPM/
1617 HPW/

I CARRIED "LAKE MINNETONKA" pole sign, conning in 1397 from 321-739 Thur Sept 9, having waited months to get car I could do so in; only heard from one M/M who noticed it, M.1143 at Oliver 620.

I HAD STUDENT, John Hanly #1207 Fri Sept 24, who needed just gatecar practice, got it on shop cars. I drove 1383 to B-W, picked him up, he drove it to shops, drove 1371 whole way back. Were to have picked up 1401, but Nyberg was there earlier and took it, since there was still an OK gatecar there for us.

BROUGHT CAR 1198 TO B-E Sat Sept 25 for other men's 133 relief, as their car had been in accident. Made 136 relief myself, car a bit late, with the accident car 1174 behind it; 1174 was "BROADWAY" instead of Penn, pulled in from B-P.

SINGLE TRACK WITH PORTABLE CROSSOVERS in use on Penn, southbound rails only re-laid from 36th to Dowling, starting Fri Sept 24. Flagmen there 6 a.m. to 10 p.m., red flag or lantern for inbound cars to proceed, white for outbound. DITTO ON WASH. AV. N. bridge at 4 Av N. from Tues Sept 28, only streetcars allowed over bridge, one side renewed at a time.

NEW RUN MADE ON BROADWAY, I showed Ted Wallin that P523-P911 Broadway and 126-P548 Fre would make nice 8 hr. 10 min. run, he called up Ralph and soon the run was added. (I thought Broadway would run better with a regular man on that stub, also us extra men wouldn't have to be getting up early in the winter for it.)

BURNED OUT MOTORS IN 1392 Fri Oct 1 (first cutting out started when I tried to beat bus from standstill at Olson Highway light). I phoned at B-E, put passengers on Fre behind, pulled in from B-E NB at 704, pulled out 1791 going south at 729.

FOOTBALL CARS FRI Oct 1, nine N.S. cars North to Roosevelt, but only four cars available for break there in rush hour; but I saw, obviously coming from Roosevelt, gatecar 1342 ~~RB~~ PE2541 west-bound at Chicago on Franklin. Henry had played at Central, and later I saw E.S. gatecar 1404, empty and all signs blank, coming south off 7th St. bridge.

WENT WANDERING IN ST. PAUL Mon Oct 4, took Penn downtown, walked Henn-8 to Henn-Wash to 15-Cedar, R 303 TSP/, off Univ-Snell for coffee and to see shops, ~~R~~ walked to Snell-St. Clair, R 388 SCP/, chg. at 7 Corners to 1617 RHF/, rode to Duluth, walked from Duluth to 7 Corners, also more around loop, R 1273 CH50 to 4-Central, ~~off~~ walked to Henn-8, rode streetcar home. At Duluth, noted 2000s kept on 6 and ~~2~~ 12 tracks; tracks up to 23 in existence, buses west of 23 track; saw Duluth's 2018 on GM, Snelling's 2002 2021 2022 on SCP, 2005 on HC, 2023 on SA.

FOOTBALL FRI. OCT. 15. Washburn played at North, Vocational at Henry. 4 cars marked up, 140 Fre. On 7th St, I met Nic 2-man specials SB, 1467 1682 1603 1638. At break of game, at 3rd Av. N. & 7th St, I met SB E.S. gatecar 1358, blank signs, "NICOLLET TO 54TH" card in window. For Sat. game at "U", eleven 245 Oak St. pullouts marked up at N.S. (1-man).

1197 LOST ITS FRONT END Sat Oct 16 at 24-Chicago; new parish building being constructed by church there, sand truck pulled out of alley and turned in front of the streetcar, rails were slippery, controller was shoved back into M/M's seat. M/M Arnie Carlson #1125.

FOOTBALL FRI. OCT. 22. I drove 1480 on "4th Ave. Spel.", PO 140, via Wash-1 Av N-6 St-4 Av to Grant, backing onto SB track of wye. From order of backing up, our string of 1586 1566 1583 1480 pulled out as 1566 1583 1480 1586. Loaded Vocational, via 4 Av to Lake, to Nicollet, unload at Washburn at 49th, wyed 54-Nic 232, via Nic line to 8 St-2 Av S-Wash, PI 315. Saw Sander #14 SB on Nic.

CROSSOVERS REMOVED ON PENN AVE. NO. Thurs, Oct. 28. New rails now going in part of curve near Broadway-Girard.

I PICKED UP "O.K." CAR 1395 at shops Nov. 3, had to cut out motors when I got to Prior Ave. At shops, noted front ends smashed in on 1320, 1850, and rear end badly smashed on 1270, but all were fixed on account of "car shortage".

THURS MORNING Nov 4, at 24-Chicago, met Lake's 1382, with blank signs, Chicago owl had got car change from Lake St.

DAY BEFORE VACATION, Fri Nov 12, I was to con 2-piece run 43 Fre for Cable #1209, very rough M/M (or rather very smooth if he wished to be, but got frequent mean streaks). Had been disgusted at a number of things, and ~~Id~~ did not want to go on vacation with bad impression of job, so decided to scratch, told Stein to watch plug-in as I had tough day Thurs. and might not make it Fri. I had conned for Cable before, when he ran smoothly but very hot, also when he ran slow and got long string of cars behind, and when he used special method of starting which threw all boarding passengers against the rear windows. M/M 1261, conning for him, had to make accident report when passenger was so thrown and injured his face. M/M 1367, currently conning this run, himself was thrown back onto platform one day by Cable's quick start, tore his pants on one of rear heaters, and so had to get relieved. So I scratched rode M.1591's 1820 28R/ from 23-Em to 1AN, rode back 34W 1598 L to B-W, watched Cable go by on 711 PO with different con, walked to Sta and got to drive 2000 on 715 Bry loop.

MORE ON CABLE, M.1209: There was 3-minute rush hour service in am SB on Fremont, with additional cars in heavy spots, and his run came down from 44-Fre one minute ahead of car from Oliver. The passengers soon got on to his driving, and it was amusing to watch those two cars reaching Broadway; Cable in front poking along, with half his seats empty; the other car right behind him, with a big standing load.

FOOTBALL FRI. NOV. 12, St. Paul Mechanics Arts vs. Edison at Stadium. I was conning in 1387 on an Int-Fre pullout; N.S. had two 245 Oaks marked up; end of game, I saw Snelling extras XGXM "TO MINNEAPOLIS", 1439 1478 1493 1406 1416, and others. Most extras lined up on Oak street, I spied 1345 CENTRAL TO 40TH there, which would have had to run around E.S. Sta. Loop to go northeast Lake sent 1431 and 1419 to N.S.; 1431 34/ pulled out right behind our 341 Int PO.

I GOT CAUGHT NOV. 2, conning in 1350 for Ed Johnson #1517. When last passengers left car on morning SB trip, I went up front; Ed drove standing up, I sat on seat in corner with my feet on window-sill, puffing away on cigarette. At 4Q 41st-Chicago, too late, we spied new company snoop-coupe parked on corner. Inspector Percy however was very good; all he put in report was that I should not be up front with the motorman.

TUES NOV. 9, SAW E.S. had borrowed our gatecars 1360, 1380, and was running them with blank signs. No doubt they needed them because they had at least five bad wrecks in shops.

DOWNTOWN WANDERING Fri Nov 19, watching streetcars during my vacation. At 5th & Henn just before 530, saw 2016 "BRYANT TO 54th-PENN", both signs nicely set. M/M was having a tough time, but so was everyone else that day. Was aware later of big gap in Johnson St. service, when at H-W I spied blank sign gatecar coming east, thought it was 1360 or 1380 pulling in to E.S. But it was:

1380 BJ/

His sign was a card with "Bryant-Johnson" written in longhand. I jumped aboard, con said they were fillin, 1380 was last car in the station, they pulled out loop to H-11. Con had come out without transfers, kept handing back old ones. I took my first ride ever to 33-Johnson, we had huge standing load; pulling in, M/M passed everyone up, as by then 1827 BJ/ had caught us.

Wed. Nov. 19x 17, walked down E. Henn., was passed by 1344 FG/; it crossed Univ. and was standing behind traffic, when SB 1183 B56, with fairly new motorman, ran against electric switch too fast, went right around corner on to Univ., ripping half of 1344's pole side so wood slats stuck out like piano keys. After delay, 1183 went around block to go south again. Meantime, 1316 EMS coming in from east end, seeing 1183 blocking Univ., went down to 2nd St. to pull in.

ST. PAUL WANDERING Sun afternoon Nov 21, watched Christmas decorations being strung on Wabasha; wire burned out and fell at 5th-Wabasha, delaying 1504 HC and 1316 CH50/. Had rode mxx over on 1199 CF/ and 1518 SL/, on which M/M made perfect stops while releasing air with his knee, keeping hand ready on door buttons. Delayed at Milwaukee tracks behind several other SL/ cars, held by # 4 in trouble there; when emergency truck got # 4 going, it half-wyed at 27th and went back to the station (Turn SB on 27).

CONV. 10-30-48 * Saw 1740 L/ on Dale St. at Selby, tending to indicate Phalen line did not get through rerouting. Got wonderfully fast ride home on 310 TM, after Christmas tree truck held him 8 minutes.

MORE ST. PAUL WANDERING Mon. Nov. 22. Noted 5-o'clock train:
1215 HPNSP/ with card, "Limited to Larpenteur"
1238 HPNSP/
1811 HPM/
1217 HPW/
Como cars delayed, I saw 7-Wabasha starter change 307 CL/ to 307 CATE/, first PCC I ever saw go Como. Later 1335 come down with "Loop" signs, indicating intention of short-looping, changed to "Como-Hopkins" and went around Cedar Loop. None of Duluth's 2000s were seen.

DOWNTOWN THANKSGIVING NIGHT, Nov 25, on 1-M 1820 CF/, 844 at B-E. Got on at 23rd, was discussing with M/M Harold Hiatt #1641 what to do with a penny stuck in his dime barrel; at 21st, auto with windows all frosted drove right into our ~~front~~ front doors when we were way into intersection. Our passengers went to catch Penn car, I rode to station with Hiatt, got out and threw B-W switch, got dirty salt water all over coat and white shirt collar, cleaned up at station; Hiatt pulled out 1676.(Same two cars involved in my own first accident in 1946).

SEPARATE BUS EXTRA BOARD began at N.S. Nov. 12; previously all extra board bus work handled by men from Garage # 1, who were chased around from Garage to Nicollet to N.S. (& to E.S. a while). Sometimes on night cashier shift, I waited long for 250 a.m. Robb. bus to cash in so I could balance up, would find out much later that driver had gone to garage to cash in.

BUS-MAN V.P. CARR to quit Dec. 1, supposedly after fight with Bren.

FIRE IN DONALDSON'S Fri Nov 26, 6th St. side, all G4As ran on 5th.

PHALEN LINE (most of it) & KENNARD PART OF SCP went bus Oct. 30.
TRANSFER ORDER NOV. 30, 1761 1762 1818 Duluth to East Side; 2014 2015 Snelling to East Side; so, on Dec. 1, East Side sent blank sign cars 1360 1380 to Nicollet, where they were given Nicollet signs. EARLIER TRANSFER MADE, cars seen at Snelling Nov. 26 without sign boxes, 2017 2018 2019 2025 2026 from Duluth to Snelling.

SAW 1341 BRYANT -JOHNSON eastbound at 4-Henn, 510 pm, Wed Dec. 1.

GOT NEW CHANGER made by Fish Olson, all barrels extended high (except quarters), for example holds 125 dimes; I could keep filling changer, formerly had to quit sorting money or put different coins in different pockets until I had chance to roll up coins. This remained best changer on entire TCL system until Berg at E.S. made similar ones in 1953. Fish charged $3.00 for old changer, $2.25 for work on it.

MY SUGGESTED BROADWAY RUN WAS ADDED, also a new Bryant run I suggested to Ted Wallin: 526 Bry to P857, with 126-P548 Fre con, 7 hr.53 min.

COAL-SAND-& ASH BOXES, winter 1948-49: all three kept at 19-Upton; at Camden, also coal near PO switch at Station; all three at 42-Thomas, and 44-Oliver, and 54-Chicago. Formerly there was ash box at 54-34; also something at 52-Bryant. Previous winter, all 3 boxes available at 48-Chicago; during last winter of streetcars, some runs that went 36-Fre to 48th all day & night (as Sundays), had to scoot out to ~~48th~~ 54th when needing coal.

2000 ON 715 BRY Mon Dec. 6, although 1663 was used on 523 Bdwy. 2000 was at this time specially used, as pup used to be, on 523 Bdwy in AM, then on the Bdwy night run.

MEMORABLE MORNING "ON CALL", Mon. Dec. 6. I had 5 a.m. call, Bill Stewart #1225 had 530 call. The markup was rotated so that first call man was entitled to first open regular run on following day, UNLESS he got a run while he was on call. It had snowed a lot, I came down at 5 a.m., found Syrdal had no one for 554 Fre M/M stub, or for 2-piece conning run (PO 637). I asked for the driving instead of conning, also didn't want the C/R run, as then I would not get 1-piece run the next day; I argued at some length, but Syrdal said he had to give M/M stub to second call man, as first one was "entitled" to the run. So I sat back and hoped someone else would scratch before 637. Arnie Carlson #1125 walked in, looked at his markup (526 Bry, 309 Bry, 502 Fre), said he wished he had scratched; I told him why I also wished he had. So then he sneaked out the back way, with Nyberg #1367 covering his walk to the exit (Nyberg was even wider than Arnie); Arnie went across to restaurant and drank coffee. Syrdal had seen Arnie and so didn't worry about car going out; but later, cashier Swanson #1163 said no one had taken transfers for the 526 Bry. So at 538, second call man Stewart was sent out in a rush on 526 Bry. This went south first, and he was supposed to go short line, but switches were frozen at 38th and 46th, he had to go to 54th and was late all morning. Then Arnie came back in; I thought he would get his head chopped off, but he wasn't so dumb. He went up to Syrdal and asked "Where's that 556?" He explained he had indeed been here at 515, but thought markup said 556 (not 526), and he now couldn't find any schedule for 556 Bry. This worked fine for Arnie, and he got to drive the 554 Fre. And I had to con the 2-piece run anyhow.

IF I'D GIVE 1948 A NAME, it would be "FRUSTRATION, OR THE YEAR OF THE PENNY IN THE DIME BARREL." The awful cycle of higher fares for less service had begun. Many trainmen worked as if they just had to put so many miles on their cars, without regard to how the public was treated; I had a regular conductor in the summer who had an argument with a passenger nearly every trip. There were irregularities and favoritism in marking up the work. Spies and spotters got paid to make only bad reports; when nothing was wrong, they made something up. Their reports were handled as if the company assumed in advance that we were dishonest, and only had to be caught at the right time; I think we in turn were supposed to assume that every passenger would cheat if he could. When I was younger, I had not planned on having the world run that way. So many little things were ignored that would have made it easier to serve the public pleasantly. Working in the office, I could count money and hand out transfers, but to have ideas was definitely frowned on. Very often in the year, I acted badly on the job both on and off the line, and the worst disgust is having to be disgusted with yourself. Many times I was ready to quit, and told myself I'd just wait to see what happened to my gatecars. And there had been the impossible scheduling of Robbinsdale, ending in the sad run of 1780 N. WASH. TO 26TH. My oldest dreams were dying, of a world that was all good-will, with the welcome of the open gates and the bright steel rails. In 1953, Kirt Blewett wrote me the words I couldn't think of myself-- "It is extremely hard on one who has spent so many pleasant, and unpleasant, hours behind the controller of Twin City trolleys."

STREETCAR COUNTING -- GATECARS, 1948
dr - day run; nr - night run (when known)

Sat. July 24 - N.S. Used no Gs on 2 previous Sat., but used 2000s on B. This Sat, Gs on all day runs possible, to have 1-m car spares for parade POs:

P505-P237 1371
P548-P634 1381
P559-P210 1373
P623-P234 1380
P626-P554 1357
P629-P213 1364
P638-P258 1375
P711-P322 1362
P723-P301 1370
P726-P610 1367
(P1158-P558) (1173)
B: PO 551 2000
PO 606 2007, low air, chg. to 1175 at 708 pm.
PO 646 2001

8-26 1423 SL dr
8-26 1426 SL dr
8-27 1435 SL

Sat. 8-28, during Fair, Como runs, most also nr:
odd day: 1276 1277 1285 1288 1290 1291 1292 1333 1339 1405 1463

8-30 1471 SL
8-30 1476 STS⌿
9- 1 1276 CH nr
9- 2 1472 STS⌿
9- 3 1343 CH dr
9- 3 1273 CH dr
9- 3 1429 CH dr

9- 6 Labor Day, even, Como night runs seen:
1254 1272 1280 1290

9- 7 1406 UTS
9- 7 1411 UTS
9- 7 1412 SL
9- 7 1486 SL
9- 7 1514 CL, later:
9- 7 1514 SL
9- 7 CH daxy runs:
1287 1355
9- 7 SL day runs:
1432 1457 1460

9- 8 1276 CH dr
9- 8 CPF day runs, 1st since I put some on in June:
1357 1364 1367 1373

9- 7 1418 CL, later
1418 TP
9- 7 1439 UTS
9- 7 1471 L⌿ (on Wab)
9- 7 1471 TP
9- 7 1472 SL
9- 7 1476 TP
9- 7 1483 RTC, at 7-Rob 534 p.m.
9-17 1292 CH nr
9-20 1406 on Int.
9-20 1435 FI on Int.

10-20 1418 TM

M.12-6 1453 on CPF dr

STREETCAR COUNTING -- GATECARS, 1949

2-17 1472 RTC, at
7-Rob 534 pm

2-12 1376 CH/ nr

2-17 NIGHT RUNS, Carnival Torchlight Parade:
1272 CH
1254 CH
1455 SL
1338 CH
1403 CH
1332 SL
1459 SL
1289 CH
1277 CH/
1273 CH54

4-5 1332 SL nr
1254 CH54 nr
1455 SL nr

4-13 1427 SL nr

4-20 1274 CH54 nr

5-28 1288 CH54 nr Sat
5-31 1366 L/
1290 EMS/
1341 CH54
1280 CH
1418 SL/
1411 SL/
6-3 1452 N32
1254 L/ dr
1343 CH54
1458 SL
6-6 1369 SL
1288 CATE/
1281 CH/ dr
1292 L/
1279 CH/
1429 OH
1337 --
6-7 1338 OH
1359 2SNE/
1474 SL/
1478 SL/
1452 N32
1289 CH54
1404 EMS/
1282 CH/ dr
1455 SL/
1458 SL
1356 N48
1335 --

6-9 1285 CH/
1355 OH
1269 L/
1347 CH54
1280 CH/
1289 CH/
1269 CH
1472 TM
1341 L (Int)
1452 L/
1413 L/
1356 N38
1360 2SNE/
1374 L/
1366 N62
1409 2SNE/
1478 TM
1374 N54
1478 UTS/
1329 L/
1292 EMS/
1269 EMS/
1348 CH54
1404 CH54
1342 EMS/
1376 OH
1270 EMS/
1287 EMS/
1403 EMS/
1343 OH
1291 CH/
1338 CH50
1359 N54
1341 EMS/
1409 N54
1271 CH/
1280 CH50
1276 EMS/
1281 EMS/
1355 OH
1339 EMS/
1290 EMS/
1429 EMS/
1345 EMS/
1272 CATE/
1346 EMS/
1267 EMS/
1289 CH50

6-10 Odd day:
1410 N32
1377 SL/
1459 SL/
1273 OH/ dr
1287 CH54 dr
1291 --/ dr
1268 CH/ dr

F 6-10 (odd day)
1351 SL/ dr
1377 SL dr
1290 CH/ dr
1282 CH
1282 CH/
1459 TP/

S 6-11 (even day)
1281 CH54 dr
1273 CH/ dr
1280 CH/ nr

6-13 1423 SL
1347 --
1283 EMS/
1377 SL/ dr
1455 SL dr
1292 CH/ dr
x27x
1379 SL/ dr
1455 SL dr
1345 CH54
1360 2SNE/
1267 OH/

6-14 1555 SL
1356 L/
1283 CH/ dr
1419 SL/ dr
1279 CHOP dr
1457 TP/
1343 --
1273 EMS/
1329 EMS/
1281 xxxxx --
R 1270 CH54 nr

6-15 1254 CH54
R 1282 CH/
1280 --
1288 --
1329 --
1291 CH50
1348 OH
1266 ICS
1272 CH54
1346 CHOP
1284 CH50
1285 CH54
1268 ICS
1292 CH54
1478 TSP/
PO 1460 TM
PO 1483 SL/
1514 STS
1369 SL/

STREETCAR COUNTING -- GATECARS, 1949

W. 6-15 (cont.)
R 1555 SL/
1379 --
1423 --
1486 --
1377 --
1351 --
1436 TP
1426 L22
1439 TP
1458 SL/
1459 SL
1483 TP
1474 SL/
1422 SL/
1369 SL
1376 CH50/
1427 --/
1458 L22
1474 SL
1419 L22/
1379 SL/
1422 SL
1457 SL/
1351 SL/
1427 L22
1419 --
1379 SL
1460 UTS/
R 1284 EMS
1292 --/
1280 CH/
1276 --/
1348 EMS/
1403 EMS/
1329 EMS/
1285 CH50

6-16 1335 OX
1341 CH/
1287 CHOP
1409 L/

6-17 1452 N32
1409 L/
1427 SL/
1429 EMS/
1555 SL/ dr
1341 CH
1347 CH50
1460 SL
1409 N54
1278 EMS/

6-18 Odd Sat.
1280 CH dr

6-20 1379 SL
1483 SL
1347 --
1345 OH
1274 OH/
1282 --/
1291 CH50
1377 SL dr
1277 -- dr
1410 L/
1474 SL
1422 SL/
1457 SL

6-21 1478 SL/
1452 N32
1407 L/
1280 CH/ dr
1338 EMS/
1342 EMS/
1280 CH/ dr
1254 CHOP dr
1452 N54
1423 SL
1366 N--
1278 EMS/

6-23 1282 CH/
1267 CHOP
1280 CH54
1356 L/
1439 CL
PO 1461 SL
1416 STS
1458 L22
1459 SL
1439 SL/
1332 SL
1426 SL
1439 TP
1460 UTS
1279 CH54
1284 EMS
1436 SL/
1277 CH50
1292 CH54
1474 SL/
R 1478 SL
1377 SL/
1459 SL/
1332 SL/

6-24 1329 L/
1423 SL
1287 CH54
1351 SL dr
1459 SL/ dr
1273 CH54
1335 --/
1457 SL/
1279 L/
1374 N--
1432 SL/
1474 SL
1458 SL/
1345 L/
1274 EMS/

6-25 Sat
1272 CH54 dr

6-27 1426 SL/
1271 CH54
1289 CATE/
1270 CH50 dr
1270 CH/ dr
1377 SL/ dr
1351 SL dr
1332 SL/ dr
1276 CH/ dr
1410 L/
1356 L/

6-28 1254 --/
1271 --/
1423 SL
1339 --/
PO 1348 blank/,
1AN to 3, EM/

6-29 1355 EMS/
1356 L/
1346 EMS/
1273 CH54
1413 N62
1329 OH
1276 CH
1410 N62
1427 SL/
1332 SL/

6-30 1283 CH/ dr
1341 --
1277 CH/
1285 CH54
on 3 1376 / (EM/)
Marq 1360 --/
1459 SL

7- 1
1452 L/
1291 CH/ dr
1346 CH
1376 CH50
1432 SL/
1291 --
1274 OH
1288 EMS/
1356 L/
1410 2SNE/
1360 -- (Marc
1342 CH50

Sat 7- 2
1282 CH/ dr
1282 CH/ nr

Mon 7- 4 Holida
1291 CH54 dr

7- 5
1347 --/
1341 EMS/
1278 L/ dr
1286 CH50
1360 -- (Marc
1410 2SNE/
1356 N48

7- 6
1413 N32
1271 CHOP
1346 OH/
1283 CH/
1359 N48
1254 --
1278 CH
1277 CH/
1338 OH/

7- 7
1283 / (EM P
on 1AN)
1458 SL
1286 CH50
1286 EMS/
1291 CH54 nr
next 1215 line

7- 8
1276 CH54
1291 --
1254 OH

STREETCAR COUNTING -- GATECARS, 1949

7- 9 even Sat:
1286 CH54 dr
1254 --/ dr
1292 CH/ nr,
H-6 1233 a.m.
1269 CH54 nr,
H-6 1235 a.m.

7-11
1287 --
1419 L22/

7-12
1279 OH
1270 CH54
1343 --
1413 L/
1413 N62
1360 L/
1345 CH/
1341 CH54
1404 L/
1273 CH/
1276 EMS/
1274 CH54
1284 CH54
1286 CATE/ nr
R 1282 CH54, nr,
1200 am lineup

W.7-13
1338 CH/
1291 CH54
1359 N48
1360 L/
1360 N48/ chg.
sign at M-5
1360 N48
1356 L/
1413 --/
1356 N--
1332 TP/
1351 SL
1432 L22 PI
1427 L22 PI
1458 L22
1332 --
1457 SL
1423 L22
1369 SL
1455 SL
1289 CH54 nr
1419 SL nr
1273 CH/ nr
1291 CH54 nr
1369 SL/ nr
1272 CH54/ nr
1289 CH54 nr

7-14
1348 / (EM/
PO on 1AN)
1338 OH
1289 CH54
1360 L/
1272 CH54
1254 -- nr

7-15
1419 SL/
1404 CATE/
1346 CHOP
1292 CH/

7-16 Sat odd:
1272 CH/ dr
1285 CH/ nr,
1230 lineup
1292 CH54 nr,
1230 lineup

7-20
1270 EMS/
1289 CH/ dr
1404 EMS/
~~12~~
1268 EMS/

7-21
1346 / (EM/
PO on 1AN)
1272 CH54
1346 EMS/
1272 EMS/
1271 CH54 nr,
1215 lineup

7-22
1272 L/
1279 CHOP

7-27
1345 L/ (1AN)
1271 CH/
1338 CH50
1283 OH/
1278 CATE/
1341 --

7-28
1341 / (EM/
PO SB on 3rd)
1290 OH/
1278 CATE/
1379 SL at
Ch-L 809 p.m.
1292 CH54 nr
1284 -- nr

Sat 7-30, odd
1279 CH/ nr
1268 CH54 nr,
both 1230 am cars

8- 2
1287 EMS/
1277 EMS/

8- 3
1283 CH54
1279 OH
1270 CH/
1284 CH/ nr
1282 CH54 nr,
1200 am car
1274 CH54 nr,
1215 am car

8- 4
1342 OH
1368 / (UE)
N.S.Int PO on W
1285 CH54 nr,
1215 am car

8- 9
1277 CH50
1288 CH54 nr

8-10
1347 L (Int)

8- 6 even Sat:
1272 CH54 dr
1292 CH/ dr
1274 EMS/ dr
1288 --/ dr
1278 --/ dr
1276 CH/ nr
1270 CH/ nr,
1230 lineup
1271 CH54 nr,
1230 lineup

8-11
1346 / (UE)(1AN)
1276 CHOP
1383 / (EM)(W)

8-12
1455 SL/

8-13 Sat
1271 CH54 dr

SCATTERED NUMBERS:
8-23
1458 SL/

8-24
1459 SL
1270 OH dr

8-25
1347 EMS/
1292 / (EM) (1AN)

8-26
1455 SL/
1379 SL/

8-27 Sat odd
1271 --/
1270 ~~ES~~ FG/
1279 CH

8-29
1351 SL/
1369 SL/
1284 L (IAN, FG)

8-30
1555 SL
1423 SL/
1455 SL/
1427 SL/

8-31
1369 SL/

9- 1
1378 / (UE) (on W)
1348 CH5-
1287 OH

9- 2
1379 SL Ch-L 637
am, 3 signs set OK
1269 OH/ dr
1289 CH54 dr
1348 CH54
1426 SL
1347 --

Sat 9-3, all day runs
1266 ICS; Comos:
1267 1268 1269 1271
1272 1274 1276 1279
1280 1282 1283 1284
1286 1287 1288 1289
1290 1292 1254

STREETCAR COUNTING -- GATECARS,, 1949

9- 5 Labor Day
even day; seen on
Como day runs:
1254 1266 1268
1270 1272 1274
1276 1280 1284
1286 1288 1290
Also WB on Como,
probably fr.Shop:
1285 NIS

9- 6
1427 SL⌿
1276 OH
1335 EMS⌿
1277 L⌿ dr

9- 7
1423 SL
1427 SL
1287 EMS⌿
1345 ⌿ (Int 1AN)
1271 CH⌿

9-12
1419 SL⌿

9-13
1366 CP (on INT)
1432 SL
1423 SL⌿

9-14
1427 SL

9-16
1332 SL
1266 OH
1457 SL
1369 SL⌿
1279 CH54 dr
1289 CH dr
1276 CH50
1345 CATE⌿

Sat 9-17
1453 ⌿ no signs
no fender no mirror;
M.1322;crossed ST on
W-4AN bridge 1107 am
just before I went NB.
Rest in peace: 1453.

9-19
1284 CH⌿
1347 L (Int)
1292 CH54

9-20
1282 CH
1555 SL dr
1457 SL dr
1422 SL dr
1369 L22
1423 SL dr
1332 SL dr

9-21
1419 SL
1332 SL

9-22
1271 OX

9-30
1277 CATE⌿
Football 308 H-6:
1343
1339 EMS⌿
1343 --⌿ blank
& several others

10-4
1404 OX⌿
1369 SL dr
1346 CH
R 1272 CH⌿
1282 CHOP
1269 ICS
1289 --
1279 CH50
1272 CH50⌿
1427 SL⌿
1369 SL⌿
1276 CH54
1427 L22
1347 CH50
1283 CH54
1280 EMS
1555 L22
1426 SL
1278 CH54⌿
R 1287 CH54
1284 CH⌿ nr
1283 EMS⌿

10-5
1459 SL⌿

10-7
1274 CH
Football NB at
37-Fre to get
SW from Henry:
1341 1343

1348 C40, NB
on 6th, crossed
Marquette.

Sun 10-16
Railfan Car:
R 1289

10-28
1340 CH

11-3
1335 NIS,1AN
1427 SL⌿
1426 SL⌿
1429 L22
1555 L22
1427 SL
1457 SL⌿
1426 SL
1355 CH54
1422 L22
1351 SL⌿
1419 SL⌿
1329 SL⌿
1423 SL⌿
1419 SL
1329 L22
1254 CH50⌿
1335 EMS⌿
1291 CH54⌿ nr
1280 CH54 nr
1291 CH54 nr
1274 CH⌿ nr
(Truman in StP)

11-4
1404 OX⌿
1376 L⌿, B-E
504 pm,football

11-5 Sat
1343 CH⌿

11-10
1338 1347,
both ES Int POs

11-11
1457 SL⌿
1459 SL⌿

11-25
1348 CH54

12-14
1329 SL

12-15
1347 L (Int)
1460 TM

12-30
1273 CHOP
1269 CH54

I PICKED "WINTER NIGHT RUNS" which commenced Jan. 1, found that they made the winter fly by incredibly fast, as I wasn't getting up at 4 or 5 a.m. for a long succession of cold, dark mornings; also I got out of some of the frustration I had found in being conductor in cars that just crept and crept through congested winter traffic.

THERE WAS AN EXTRA OWL CAR on Chicago Ave. Saturday night-Sunday morning; worked out on paper, owl car usually had zero minutes to turn around at 54th St., and on busy Saturday nights the extra car technically gave cars 60 minutes layover at 54th. But Christmas Saturday and New Year's Day Saturday were not-so-busy holidays, and the extra owls those nights were taken off, ending in rather a mix-up. Sunday morning usually ran thus:

	SB Henn.	Arr. 54th	Lv. 54th	NB Henn-8
1st owl	L403	427	527	603
2nd owl	L503	527	T600	T624--Lv.Thomas 654
5:16 PO V-6	L530	552	627	703
3rd owl	L603	627	654	718

The one I term "2nd owl" came south of Thomas and got relieved at 708 by Issacson #1509. When Nels the markup man took off one owl, he had this; runs pulling out not touched:

1st owl	L403	427	427	503
2nd owl	L503	527	527	603
516 PO	L530	552	627	703
1st owl	L603	627	654	718

The Sunday after Christmas, Isaacson was waiting to make relief at 708, waited about half an hour, no car ever did show up. Also (I heard later), station got several complaints about 6 a.m. car missing at 54th, and xxukdx foreman couldn't figure out at all how that could be.

Sat. night Jan. 1 I was working in office with Mike, when Issacson called to ask if he should pull out a car again on Sunday morning for 708 relief, Mike said I guess so. Anything like that always intrigued me, and I soon figured out how whole round trip was missing on Sunday morning. Mike fx finally called foreman Callaway, and they had Issacson pullout out at 516 (ahead of regular 516), be 6 a.m. at 54th, 654 at Thomas, and continue on own run at 708.

WORST SLEET-STORM Mon. night Jan. 3. In car 1820, trip NB at Henn. at 814, as I was going up Penn, the temperature hit the point where rain-sleet mixture started to ice up the wires. I left Thomas 848, going south lights would go off every so often for a few seconds, then trolley wheel would melt the ice and make contact with wire again. I had rough trip, 902 at H-8 with store crowds just goingk home, frozen windows etc., but was no doubt well off on line with good service, as wires would get impossible if cars were far apart. When I got to 48th xhxx there were about eight cars stuck there from ice on wires, they were regular night runs (6-min. service) and some store pullouts. Emergency crews had all they could do that night; when our bunch got started out, I finally left 48th at 1040 instead of 942. Instead of going to Oliver, I went Loop and wyed at 1st Av N & 6th, was SB at H-6 at 1105, reasonably on time. Wires stayed as bad, now I had no cars to follow, rails were also packed with ice; on 6 St. and on Chicago I had to keep backing up over wires I had just cleared, and then take fast running start to see how far I could get. Stuck long at 17-Chicago, without lights. Finally wires cleared, I left 54th 140 AM instea of 1137, skipped Thomas trip, flew in V-6, pulled in 217 AM.

"SLOW STREETCAR TO MAHTOMEDI", "ONLY HALF A DAY LATE!" were the Star's headlines in story of Jan. 3 sleet storm, which TCRT thought was their worst storm since Armistice Day blizzard of 1940. Car left Henry St. in North St. Paul about 930 p.m., stalled on Long Lake Hill; service truck went out and got the car to Mahtomedi, then left; being wying was completed, wires were again so badly iced that car could not go. Service truck got back to Mahtomedi at 8 a.m. next morning, streetcar still had to wait for better conditions. Paper also said: "Ten cars were stalled some 20 minutes at Chicago and 42nd" (this was point I stalled at first); in St. Paul, one car had extra man on roof knocking ice off wires with stick; there were 13 trolley wire breaks in Twin Cities; numbrous cars broke poles or burned off trolley wheels; fire at 29-Emerson stalled Selbys 1230-200 a.m., they wyed at Lyndale; icy streets in AM rush put almost all autos in garages, everybody rode streetcars; buses had accidents; man died of heart attack on BJ, tied up rush hour cars nearly an hour; also on BJ, 36-minute delay when auto lost wheel on tracks at Lyndale-Franklin. Etc., etc.

EMERALD PULLOUT from East Side jack-knifed at 1st Av N & 3rd St. Thurs. Jan. 20. SB Plymouth hesitated long to turn on to 1 Av N, when he finally did 4 cars behind him were able to go through on Wash; next Plymouth refused to turn, tried to find phone and couldn't, finally was persuaded to FS motorman and myself to go through loop on Washington. By then we had about 20 more cars held up on Wash. Ave. I was in 1791, had just pulled out at 409, went around loop to 38-Penn, left there 524 instead of 500. Was supposed to go Loop via Wash. and then north again, instead went into station, PI 545, missed next trip at Thomas, pulled out at 619 to B-E and southbound.

I PULLED OUT 1594 for night run Mon Jan. 24, temperature 1 below. Car had stood in yard with open window; fire smoldered, would not burn or give heat; had no back-rest for my seat; switch rod missing; loose mirror; controller fingers were sticky; car cut out when put in the corner. OTHERWISE, it was a good car. Found soon that only half of lights worked. PO 400, snow in tracks, late cars ahead, left Oliver at 500 (ins. 452) after calling up, finding station all out of cars; was told to trade cars with a pullin if I could catch one. Left 38th St. 603 ins. 543, pulled in V-6, missed north end trip, PI 635, PO in 1667 SB at 659.

FOLLOWED 1777 38TH-CAMDEN, 2-MAN, while pulling in 1594 (above); slow going while motorman of 1777 made everyone run to the rear.

SAW 364 OAK-HARRIET, Fri Jan 31, 1-man EB Henn-8 654 PM. Most likely was a fillin, pulling in from Bryant.

I WENT BACK ON EXTRA BOARD SAT FEB 12, to get in some gatecar driving while I still could.

SNOWSTORM SUN JAN 23, I was day cashier in office, almost decided buses better than streetcars. Had not a call all day for bus trouble, but not a streetcar ran O.K. PCC on G4A went off tracks at 4 Av-6 St, held all G4A, CPF, and 28 cars almost an hour. Our plows went out 11 am (rather too late). (Snowplowmen preferred # 80, didn't like # 30.) Before Fremont was plowed, cars could hardly climb hill SB to 36th, finally several cars were wyed at 36-Fre and we sent shuttle bus to run from 36-Fre to 44-Oliver.

POWER TO WASHBURN LOOP had been turned off Oct. 1, 1948, circuit breaker so placed that cars could still wye at Broadway-Penn. Wires to Washburn Loop were left up, and in emergency inspectors could turn power on to there, from switch at Penn; I don't think it was ever done.

CAR WATCHING NOTES

TWO PENN CHARTERS FOR ST. ANNE'S: I picked second one to get car 1669, first car was 1678 (M/M Haley #1165). PO 855, wyed ahead of two cars on long layovers at Dowling, left 914; I loaded 80 kids at 26-Penn, had no fares to collect or handle. Made regular Penn loop, unloaded Henn-8 at 934, kids going to RKO-Pan to see "Joan of Arc"; PI 955.

CONNED BASKETBALL PULLOUT in 1589 Fri night Feb 18, M/M 1451. These extras usually down to only one car, a Fremont. PO behind 1006 SB Bryant, to be 1020 at 2 Av S-6 St, no starter there in time to double-head us with that Penn, starter came and had us follow regular Fremont there at 1027. No one wanted two Fremonts then, so at Marquette changed signs to Penn, dogged in loop, left Thomas 1105, PI 1125, took in $7.42, 26 trfs.

WINTER CARNIVAL TORCHLIGHT PARADE, Wed. Feb. 16. First, rush hour scenery:

--1460 CITY LIMITS on Robert St., first indication I had of it's transfer (with 1461) to Snelling from Lake. (At least these AND Lake's 1459 got new '49 licenses, had none before.)

--1472 on RANDOLPH-HAZEL PARK.

--2018 ON DALE-PHALEN, that was sign, line was just Dale St. Only Snelling 2000 seen that day. ONLY 2000 I EVER SAW ON DALE.

--Duluth's 2027 on GM, 2028 2029 on SCP; saw 2030 SEVENTH⁄, SB on Wabasha, no doubt pulling in off Hamline-Cherokee.

--LEARNED SELBY SHORT LOOP, saw 1243 and 1427 go around it, east on 4th to Robert, to 5th, to Wabasha, to 4th again.

PARADE RAN (MARCHED) down Robert from Capitol, Robert to 6th to 7th to Auditorium St., cars not permitted to cut route anywhere.

--4th St. lines not affected: SL, GM, DS.

--Interurban, Como-Harriet ran around Cedar Loop. 1289 CH54 was just going around long loop when parade started through; it half-wyed at 5th & Robert, went back up 5th, where to I don't know. But I have heard of such a stranded Como going over 4th to 7 Corners and over some St. Paul line to Snelling; & to Como.

--Hamline-Cherokee split; north end ran around Cedar Loop; south end up Wabasha, to 4th, to Robert, to 5th, to Wabasha and back south (like the Selby short loop described above.)

--Rice-South St. Paul split; north end ran around Cedar Loop; south end half-wyed at 5th & Robert, crossing street NB, backing to the left on to 5th, using own SB curve.

--7th St. lines all ran via 4th St. from 7 Corners to Broadway: RHP, MFS47A, SCPP.

EXTRA CARS. Before parade, noted very many FORT SNELLING cars westbound, as early as 630. Duluth PO, 361 SCP⁄, via 5th, Robert, EB on 7th. Northbound 1627 RSSP on Wabasha at 5th at 632 p.m. Early evening, saw 1403 FAIR GROUNDS going up Robert St. End of parade, first cars through at 6-Wabasha, 1338 CTML⁄ and 1403 CTML⁄, both night run cars (I think? The FG mentioned must have been doing extra work for before or after parade.) FOR PARADE BREAK, 2 Como extras PO NOT IN SERVICE, Como to Snelling, layover Snelling Station till called, then via Selby to 4th St. to Robert, northbound as CTML; 2-man; I rode one home, 1817 COMO TO MPLS. LOOP.

EIGHT AVE. SOUTH renamed Chicago Ave. from Wash. to 9th St., Feb. or March.

CIRCUS SPECIALS MON FEB. 28. I drove 1663 on 1144 Fre, second car for Penn school at 36-Penn; 1200 at 38-Penn, first car got all the kids, I picked up about a dozen stray passengers later. Cars were all instructed to carry "CIRCUS GROUNDS" signs if they had them; in 1663 I had "SPECIAL" in front and "CIRCUS GROUNDS" on gate sign. I was supposed to go ~~6~~ 6th - Marq- Lake - Lyndale-Henn-11th-1 Av N-Sta; but at 8th St. and 1st Av. N., 1663 twice refused to take the curve going down toward 6th; as my load was so small, I quit trying, made regular 8th St. loop and pulled in at 1248. --- Car 1222 was one of two Bry ~~xxkxxxix~~ extras for Hawthorne school (at 24th & 6th St), ran Wash-2 Av S-8 St to Marq; there rear trucks would not take curve on to Marquette, four tries were made, 1222 finally dumped off load and pulled in NB via Bdwy-Emerson. --- For circus break, I pulled out in 1820, PO 230, one of 5 cars, via Wash-2 Av S-8 St-Marq to Nicolle Station for layover, left there as a Fremont with "44-Oliver" card, via Nicollet, loaded at auditorium, via Marq-8 St-2 Av S-Wash-Bdwy-Emerson to 44-Oliver, making regular stops everywhere.

I RODE 1480 CHAR/ from 23-Emerson to Station March 15; it was one of a number of cars that took school kids to university, laid over at Snelling Station, went back to 36-Fre.

WE OFTEN RAN Bry pullouts for Lake (particularly in Feb and March), due to car shortage at Lake. It was cheaper for us to run it than to have Lake send man to borrow car and have to return it later.

1329 STILL AN INTER CAMPUS CAR in March.

OCCASIONAL GATECAR OR TWO on CPF day runs, night clerk Hess always kept a spare 1-man run car on hand. 1362 on run Thurs. Mar. 17.

SHOPMAN OR SOMEONE drove 1373 through front curtain of 3 track in car house Thurs Mar. 10. I had 1373 on 358 Fre that afternoon, backed out of ~~xxxxx~~ house, ran out in yard and got new fender put on. By March 19, curtain (automatic type) was still not fixed, and all cars on 3 track still had to back out.

WEEK OF MARCH 14-18, all Mpls. stations were to leave their OK shop cars at Snelling, for use as Shrine circus specials in St. Paul. N.S. left three or four cars over there most of the week.

502 FREMONT night run often went 1-man, because conductor first worked 309-443 Bryant and often did not get back to the station on time. This should have been evidence in case of Charlie Hysell's wreck, when he put 1537 in corner and was writing fare box readings ~~xx~~ when streetcar and semi-trailer tangled. (He relieved that car at 443, used to get it very late.) Railroad at Cedar-Franklin was cause of many delays, but hardly more than the heavy load and traffic encountered by that car at 430 (10-minute service to Camden), and I would call the schedule impractical if not something worse.

I SOMETIMES NOTICED the arrival of the earliest robins, but March 28 I REALLY knew it was the first day of spring, when I saw screens on 1375.

8-INCH SNOW early Thurs March 31 (my day off) found no one ready. Temp. 32, some sleet cutters used, but we had snow, not rain. Ice froze in rails, cars derailed everywhere, even on straight track. 40-minute line delays typical. Plows not ready to go out till 945 AM. At 5 am, Swanson # 1163 took car to Camden, Upton, etc. to clear sleet from wires. M/M 1543 had 647 Bry-Int, switches at Emerald were frozen, ditto at Snelling, inspector sent him to St. Paul (filled car at Snelling); inspector rode along, they went Univ-Wab-4 St-Selby line-Snelling-Univ & PI to North Side.

SOME CARS ON BROADWAY, LATE 1949, AND 1950

	Tue. 12-6	Wed. 12-7	Thu. 12-8	Fri. 12-9	Fri. 3-10
P523-P911a	1582	1392	1390	1667	1395
P551-P731p	2007	2007	2007	2007	1388
P606-P131a	1199	2006	2001	2006	1195
P646-P958p	2006	2001	2006	2001	1198
P420-P1147	2001	1801		1199	2007

	Mon. 3-13	Tue. 3-14	Wed. 3-15	Thu. 3-16	Fri. 3-17	Mon. 3-20	Tue. 3-21	Wed. 3-22	Thu. 3-23	Fri. 3-24
P523-P911a	1677	1176	1580	1473	1196	1395	1666	1200	1611	1566
P551-P731p	1587	1802	1172	1387	1595	1198	1593	1664	1200	1673
P606-P131a	1176	1673	1201	1388	1579	1806	1396	1198	1469	1670
P646-P958p	1567	1678	1579	1196	1587	1384	1174	1611	1173	1611
P420-P1147	1390*	1597	1666	1595	1802	1802	1802	1580	1802	1596

*March 13, 2007 marked up for night run, John Ek came back to work after 4 weeks off, asked for and got a big car.

	3-27	3-28	3-29	3-30	3-31	4-3	4-4	4-5	4-6	4-7
P523	1800	1594	1668	1580	1583	1173	1195	1566	1802	1584
P551	1174	1199	1791	1652	1595	1611	1201	1800	1469	1384
P606	1396	1677	1583	1805	1590	1386	1588	1677	1201	1666
P646	1576	1667	1780	1675	1588	1388	1566	1669	1173	1675
P420	1669	1387	1652	1566	1820	2006*	1805	1197	1791	1584

*April 3: There was only one spare car, 1583, which could go on Broadway night run. (3 2000s and 3 gatecars had been stored). 2007 2001 2006 stood in that order behind snowplows on 10 track. Rather than do without a spare car, they backed 2006 off 10 track, scrubbed it up and sent it out.

	4-10	4-11	4-12	4-13	4-14
P523	1675	1200	1386	1586	1389
P551	1395	1820	1580	1668	1577
P606	1392	1651	1172	1683	1499
P646	1200	1655	1392		1176
P420	1678	1593	1199		1654

SATURDAYS.	4-8	4-15
P523-P911a	1665	1200
P551-P131a	1174	1666
P606-P958p	1173	1389
P646-P1147p	1396	1670

LAST SUNDAY, APRIL 16, 1950.	
P621-P132a	1595
P751-P1136a	1576
P831-P1216a	1590

4 was out there too.

The three last cars on the line all "belonged" to Nicollet Station before the changes of the previous summer. These same three cars are all "last cars" on the last three lines out of North Side Station: 1595 this day on Broadway, and in 1953, 1576 on Camden, and 1590 on Chicago. (So a North Side car, 1580, was last on the 4th Ave. line in 1954.)

FRANKLIN JUNIOR HIGH SCHOOL SPECIAL, for the Franklin Band to go to Ramsey and give auditorium program, was cancelled on storm day March 31, but was to go on Friday April 1 instead. Meanwhile the special trip sheet was mislaid and forgotten at N.S. Car was to PO 855, load up Band at 16-Wash. at 900, the ~~dixdi~~ kids were out waiting Friday morning, and about 905 the Band leader called up to ask where car was. As I happened to be in office arguing about my pay check with the foreman, he found trip sheet and gave it to me and rushed out with me to fix up a car. We got 1469 all ready, then he saw it had no fender, we tried fenders from a gatecar and from 1583, but they wouldn't fit, so then we fixed up 1583, I actually pulled out 915, but Band did get to Ramsey on time. This was 34W special, via Wash-2 Av S-8 St-Marq-Nic, unload at Ramsey Junior at 50th, wyed 54-Nic about 1000, pulled in to Nicollet Station; PO 1152, 54-Nic 1209, picked up kids, returned same route, unloaded at 16th, PI 1249. Band leader paid for car with a school check for ~~$12~~ $13.20; station cashier cashed it for me, but I ran 120 of my own tokens through the fare box to get everything recorded properly.

COAL-SAND-ASH BOXES on Nic lines that winter: All three boxes at 62-Nic; 48-Grand; 48-4 Ave; 38-Bryant. Extra coal and sand at 32-Nic (near street by "A" track) and extra sand at 54-Nic. Additional ash boxes at 30-Grand NE, Glenwood Park, Glen-Aldrich, 56-Bry, 33-John. Later when I worked those lines, there was ash box at 27-Wash NE; 1953-54 4 Av line coal and sand was at Aldrich only, quite inconvenient for runs not wying there.

N.S OPERATED 815 Robb, really 28 Av. fill in for Lake Sat AM April 9, for some bad delay on line. We had continued to have two AM pullouts on line, but quite a few times continued to run fillins or specials on 28 Ave. as if it was still also "our" line.

PATRICK HENRY SPECIALS going to State Capitol building Mon. April 4. There were two specials leaving 44-Oliver, third special was missing, inspector there "commandeered" the regular 2-man 841 car there (owl car about to make final loop trip, M/M Woidela #1249 & C/R Farrell #1519), they set signs "SPECIAL" but gave ride to 3 regular riders already then aboard. They ran Via Como line and around Cedar Loop in St. Paul, and talked inspector into letting them return Via Univ. instead of Como.

1 and # 2 were stored all winter. # 2000 apparently had some trolley trouble they couldn't correct, ran daily on 523 AM stub, and on night run when necessary, but night run by May usually got big car. Three day runs seemed to have daily average of one big car and two 2000s; the 2000s often got pulled in off line. 2000s were also on long GM stubs; in St. Paul, both Snell & Dul had them on GM and SCPP stubs, also apparently often on one certain Dale St. stub.

OF NICOLLET CARS: 1380 went to shops about April 13, didn't go back, became "office car" for men constructing new bus shops. 1444 missing from Nicollet service from early April, also sent to shops last time. Other 10 gatecars, including 1360, continued in use. Gatecars had 17 track at Nicollet in May, and I noted that 2000s were kept on 18, which they got on to by pulling in halfway down 17 track and then taking curve on to short 18.

N.S. stored 1547 and 1421, besides the pups, from April 29, at which time service had been cut on Chicago line.

LINE NEWS AND PLANS, 1949, much from Charlie Sulzbach, whom I met that spring at Schedule Dept: Randolph-Hazel Park narrowly missed getting buses, instead got new paving on Randolph (cost of paving being the big factor in plans); line was slated for PCCs, date uncertain (50 MORE, 440-489 supposedly on order); 390-439 were to go on Grand-Monroe and Bloom-Col. Hts., including Lake St., according to original plans in Mpls. (some of them to St.Paul), said Charlie, but were shifted to Nicollet to make that 1-man. (In newspaper earlier, Northwestern Hospital had asked for PCCs on Chicago, company had replied these must first go on lines that already had PCCs, G4A and BJ etc did not have enough of them. At other times N.S. had very strong rumors of 32 PCCs for Chicago) Charlie said 28 Ave. was due for buses on account of repaving cost from Parkway to 56th, Dale St. also due, 2000s to be scrapped before 1200 gatecars, by making one good 2000 out of 2 bad ones when they were getting worn out. This was Strouse administration; buses were also going soon on Dale St. said Charlie. Looking back, I see that a number of things done by Green administration, such as 28 Ave. buses, and scrapping 2001 2002 2004, were part of old plans that had been on books for quite some time. Perhaps a general theme like this could be developed at great length, but just to state it briefly, Strouse was going BUS bit by bit, though not meaning ever to go the whole way; with new cars etc., remaining streetcar expenses went ever higher; his bus development must have been terrifically expensive, putting in garage facilities at nearly every station; new buses were "little", service had to be much more frequent, and required much larger number of drivers than the replaced car lines (and drivers' wages were largest single expense); main line service with good patronage was getting cut bit by bit, but those motorman's wages were not saved; instead those men were out driving all the new little shuttles and lines like 50th St. & Lexington; and as for enlarging system area on the whole, the new shuttles ate up profits of paying lines but did NOT give attractive service and so did NOT capture new suburban dwellers as regular transit patrons.

THE NEW PCCs CAME, the first one in service was 415 on June 4. In June Hamline-Cherokee got PCC service; I first actually saw them on June 15, when I saw 417 and 422 on HC, 416 and 419 on GM, 415 on SCPP. Some other firsts, from standpoint of my personal watching, were 436 BL54/ on June 28; 434 GM on July 6, note it is East Side car; first new Nic. Sta. cars seen, 394 4A48/ on July 11, 395 BJ/ on July 12. Nicollet's 25 cars were all in service by July 25, but all first went on BJ and G4A, until July 30 the Nicollet-2nd St. line went one-man, and those PCCs went out on Nicollet and Grand-Monroe.

ACCIDENTS, spring and summer. 1323 wrecked front end, on Bloom. owl 410 am May 5, missed switch NB at 7-Central where Monroes turn, drove into used car lot. --- 1244 front end wrecked, was perhaps car on Central NE which bumped another car hard. ---probably early May, there was head-on crash on Mahtomedi line involving 1822 (Russ Olson wrote me), other car was 1241 (according to Art Rusterholz, who said 1241 was fixed but stayed off Mahtomedi runs for a year or two. --- 1281 hit 1337 in Eustis wye; 1281 going to St. Paul forgot the switch there. 1337's rear end was not so bad, but car was scrapped; 1281's vestibule was worse than 1330's had been, but 1281 got rebuilt; accident in June.

SEVENTH ST. NORTH BRIDGE was closed early on the morning of June 28,
1949. New curves had to be laid at 2 Av N & Glenwood, which was
done first, and at Plymouth & Emerson, which was done in a terrific
rush during last two weeks of the old route; there were a couple
hundred trackmen there, and they could barely turn around without
bumping into each other. (I had earlier rather expected CPFs would
go Bdwy to Washington, and Robb buses down Emerson-7th-Olson-5th &
Henn; perhaps Emerson from Plym. to Bdwy. was thought too heavy
for that line. As it was, 7th St. below Plymouth got a rather raw
deal.) Early on the Tuesday morning of the changeover, I went
out riding; from 23-Emerson to Henn-8, I rode R 1-M 1678 CF/,
M/M Woidela #1249, 503 H-8 lineup, last car SB on old bridge.
The I rode R 1669 CF, M/M "Bulldog" Johnson #1305, 503 NB Henn-8,
last car NB on old bridge, from Henn-8 to 26-Emerson. From there
I rode back on 1591 CF/, M/M McLellan #1387 (holding Eidem's run)
& C/R Allers #3420, the 520 at B-E, first car over Plym-Wash-6 St.
route; I rode to 5 Av. S. Then I noted motorette driving 1464 G,
first Glenwood car NB over new 8th St. route. Next I rode
1173 CF (C/R 1262, M/M ?) from 4 Av to Bdwy-Em, first CPF north-
bound on 6 St. route, the 550 at 6-Henn. Then R 2006 B/ to B-W,
walked to Sta with Gust Johnson, and drove 1806 over new route
myself. (Last car I drove over old bridge June 27, 1443).

GATECAR STRIPPING perhaps started in May. At Snelling, Thurs June 23,
I saw smoking ruins of # 3 and a gatecar burned that day (which
was 1431, vestibule burned after electrical short and fire on
Selby-Lake line); 1471 was tipped beside them, and somewhat
scorched; 1411 1412 must have been in shops being dismantled
(though many parts were removed while some of these were in yards
very much earlier); 1406 1435 1476 1493 and Nic's 1444 were
lined up for scrapping; 1444's front bumper was smashed in some;
wrecks 1337 hauling 1281 were new arrivals; 1380 was bldg. "office".
I list here the main highlights of scrapping program; see also
lists and tables of "Gatecars Seen in Service." It should be
noted that cars coming to shops for repairs would get dismantled
instead if they were on "Scrap List"; toward end of program,
cars had to be "called in".
--Snelling's new PCCs 415-429 went in service from June 4-June 28.
BURNING: June 23, long-stored double-ender # 3 and Lake's
damaged 1431. July 7, Snelling's 1411 1412 1471. July 12,
Snelling's 1406 1493, N.S. 1373, Lake 1377. July 20, E.S. 1336.
July 15, Nic. 1374 made into shed. Aug. 3, Snell. 1476 made into
shed.
--From July 8 to July 25, Nicollet got their 25 PCCs., East Side
got 7, and other stations got more cars when Nicollet transferred
old cars, gatecars first: 1366 1407 to N.S. June 28 (both in use
there July 1), 1409 to N.S. July 6 (in use July 8), 1410 to N.S.
July 8, in use July 14; 1356 to N.S. July 14, N.S. signs installed
but car not completely fixed up and never used; 1356
had run on Nicollet line July 13. More detailed storage notes are
written up elsewhere, but one should be mentioned, July 13 I found
Snelling's 1486 and 1438 stored at Lake; also 1332 was in shops
in August but got fixed up for Lake; these three cars scrapped
toward end of program. BUTTON TRANSFERS FROM NICOLLET, roughly
from July 14 to July 28: 1576 1577 1585 1590 1595 to North Side,
1464 1465 1466 1467 to East Side, 1638 1640 1641 1643 1644 to
Lake St. See next sheet.

MORE ON SCRAPPING. Further burning dates. Aug. 3, E.S. damaged 1337, N.S. 1371, Snell. 1435.
Aug. 24, Nic 1413 1452, E.S. 1405 1442.
Sept. 2, Nic 1444 (long at shops), E.S. 1333 1344 1352.
Sept. 14, ex-Nic 1356 (temp. at N.S. in storage), E.S. 1463, Lake 1458 1474.
Sept. 21, N.S. # 1 # 2, Nic 1360, Lake 1455.
Sept. 30, N.S. 1378 1421 1443 1453 (getting at their storage cars)
Oct 9, Nic 1359, ex-Nic 1380 (office car).
Oct. 12, N.S. 1547, from storage.
Oct. 20, E.S. 1354 made into shed.
Oct. 27, Lake 1332 from service, Lake 1379, N.S. 1399, E.S. 1358.
Nov. 18, Lake 1432, ex-Snell 1438 1486 from storage at Lake.

CAMDEN SERVICE was chopped in half July 16, with every other 34 Ave. car now going Loop.There was good enough service on lower Wash. Ave. with the Chicagos running there, but new 30 & 40 minute base ~~servic~~ service farther up North Washington drove most people who wanted that route over to the Lyndale line, and soon service had to be greatly increased on Lyndale bus, which was very busy in its own right; and after that, with increases on Lyndale and arbitrary cuts on Fremont, more and more Fremont passengers strayed to the Lyndale line.

Aug. 1, I was night cashier, and made survey; it was a Monday night with shoppers out, and might not be a really "typical" night:

20 night runs on Chicago,	2-man parts took in	$ 357.41
	1-man parts took in	$ 620.04
	total	$ 977.45,

average of 20 cars took in $48.77, had to pay for rush hour cons. 6 Franklin-Lyndale buses out of N.S., took in $327.61 (night runs), average of these buses got $54.60. It may be pointed out that their No. Lyndale income was properly their own, but very very much of shoppers' Franklin Ave. income could in a sense be credited to Bloomington, 34th Ave., and Minnehaha car lines, as people took bus and transferred to those lines which were poorly routed in the loop from the standpoint of shoppers. Other surveys showed buses' abilities to handle heavy travel under certain conditions; FNL was very fast scheduled line, C-41 and C-45 buses (seats cut to 36 and 38 by TCRT) often cashed in over $100 on Christmas shopping day runs, but didn't get quite as high as some streetcars did same days

I WORKED "an enchanting run" in 1597, Mon. night July 4, and analyzed the trips a bit. Summertime travel in 1949 was not too high, also we had long running time via Plym-Wash, and I left terminals late to get a bit more to do and so I could drive faster. Fare was 11¢ cash or token, we did tremendous amount of change-making, over $26 "cash" fares were included in ~~$48.7~~ $48.17 I cashed in, which was $12 or more higher than average Fremont night run cashed in.

	Sched.	Actual	Temninal	Income	Trfs.	Riders
	4:01	4:01	Ply-Wash	$ .22	3	5
	4:29	4:32	Oliver	4.51	13	54
	5:33	5:35	54 St.	3.41	13	44
	6:35	6:37	Thomas	7.87	10	82
	7:30	7:31	48 St.	4.73	16	59
To Powderhorn--	8:29	8:31	Oliver	10.89	71	170--37 trfs. at Lake
	9:33	9:34	54 St.	6.62	10	70--watched Powderhorn

fireworks, 1st car at North Commons break, so 3 min. hot at B-E, got a few standing, lots of traffic, got to Thomas 4 min. late.

10:35	10:37	Thomas	5.39	18	68
11:30	11:34	48 St.	3.87	10	46
12:28	12:29	Oliver	.66		6

Total riders about 604.

THE 7:05 PENN LOOP VIA BDWY-WASH., to me a sort of "historic" car because I had watched it as long as I can remember, was discontinued June 30, two days after regular runs were rerouted along Plym-Wash. However, when line went back to 7th St again, this trip was put back on.

AT SNELLING June 23 saw 2021 FG pull out (for Snell Crosstown line), noted a 2000 still used on long PM Dale St. stub.

OLD-TIME NICOLLET CONDUCTORS got raw deal when that line went one-man July 30. Five of them went to E.S., five to N.S., and went to bottom of extra ~~bxx~~ board. I was disgusted that these men with 30 to 40 years service should be kicked way down to the bottom, under me with my 3 years' service. The typical N.S. trainman didn't care at all, considered that this predicament would never happen to them. (Same thing had been done to Duluth conductors about 1934, I heard a lot about how low the company had been to do that, but I think the real blame should be attached to the men who wouldn't allow these conductors to use their seniority at the stations they moved to.) The union took the position (at July meeting) that if they offered solution of giving these conductors their rights out of other stations, it would only hasten the changing of additional lines to one-man operation. In September the foreman at North Side said, "Chicago will never go one-man, it's too heavy"; a couple days after that, one-man Saturday Chicago schedules arrived and went in on Oct. 1st.

FOR A MAJOR 1949 PARADE I have some notes, can't identify the parade but it was not Aquatennial parade. In this one no cars were allowed to break through Parade routes. Lines which went through Aqua parades were split as follows for this parade:

MARQUETTE AVE. LINES, north ends wyed at ~~2ndxAx~~ 2nd & Marq, south ends at 6th & Marquette (no break in parade at 4-Marq)

HENNEPIN AVE. LINES, east ends wyed at 11th & Henn., west ends at Lyndale & Lake or Hennepin & Lake (no break at Henn-Harmon).

6TH ST. LINES, Chicago cars wyed at 2 Av S-6 St, Penn-Fremonts (from Wash. Av.) wyed at 1 Av N-6 St.

8TH ST. LINES, 4 Ave. cars wyed at 2 Av S-6 St, Glenwood cars wyed at 1 Av N-8 St.

154 EXTRA CARS WERE USED for parade break. 44 FROM EAST SIDE, Comos 8 west 9 east; Oaks 8 west 6 east; Bryants south 7 cars; Grands 3 south; Bloomingtons 3 south. OF THESE EAST SIDERS, 5 Comos, 3 Oaks, 2 Bryant Loops went out early, via FORT SNELLING line to Lake, to Nicollet Station, were to be there at 4 p.m. NICOLLET STATION 34 CARS, Nicollets 8 south, 2nd Sts 4 north, 4th Aves 5 south, Glenwoods 3 north, Monroes 4 north, Bryants 7 north and 3 south (loop & So. to 50th). NORTH SIDE 27 CARS, Chicagos 10 south, Penn-Fremont 11 north, 34 Ave. 6 south. LAKE ST. 35 cars, Col. Hts. 6 north, Minnehaha 6 south, E. 25th 6 south, Plymouth 3 north, 28 Ave. 6 south, 34-Wash. 4 north, Selby-Lake 4 cars. SNELLING 14 CARS, 11 on Interurban, 3 on Selby-Lake.

I WORKED FAIR GROUNDS twice in 1949; Sat Sept. 3 in 1580:
PO 840; 11-Henn 942 1100 1213 152
F. G. 1018 1133 1247 229; via 1 Av N to 6 St. to 2 Av S to Wash, ~~RI~~ (300 at 6-Henn), PI 318. ~~kxxxx~~ (I seem to recollect once going Henn to 6th, then above loop. ???)
Mon. Sept. 5 Labor Day in 1384, PO 300, Henn-11 422 622
F.G. 509 703, via Henn. to 7th to 1 Av N to Station, PI 756; in 2 trips, got 41 trfs., $25.54, 273 riders, they paid about $25 more at FG gates.

I WORKED summer day runs and summer night runs in 1949, but always went back on extra board for several reasons: In the fall, to be on board and get possible Fair Grounds work, special cars etc; to be conning about half the time while rails were slippery~~fxx~~ from leaves; and because for variety, though regular runs were nice for a month or two, the extra board was the best thing to work.

MY NOTES ARE QUITE SCARCE for 1949, especially the last part of the year. One of a bit of interest is from April 15, conning in 1174 for M/M 1367, SB at 6 St. & Portland, resistors burned out, we called up at 6th & Chicago, wyed at 38th St. (1023 there ins. 1015 at 54th); going out, car would not start until fifth notch (full series), then started with terrific whoom! --and car would hardly go around curves. Truck came out to 38 St. and wired up the resistors there, so car was O.K.

I CONNED FOOTBALL EXTRA Fri Sept 16 for Johnson #1305, in 1673, P415-P715. Pulled out, went to 44-Oliver, set signs 34 AV S-N WASH, loaded at Patrick Henry (no doubt Roosevelt kids), ran Fre line to Bdwy to Wash., 34 Av. line to 54th, picking up regular passengers on the way but making them get on rear doors; we had especially large bunch at Lake St. SB.

LAST SATURDAY WITH CONDUCTORS on CPF, Sept. 24, I was last con on south end, getting off 1172 at Ply-Wash at 722 NB, M/M 1437; Arnie Carlson got off last SB Saturday 2-man there at 725.

MISCELLANEOUS EXTRAS I worked, Fri Oct 21, drove 2-man 4 Ave special in 1394 (C/R 1699)--notes lost, I once drove one to take kids to Central (or home?), wye at 4 Av-38th, this may be it, PO135 to PI 320. --Sat. Nov. 5, drove 1-man 1201 for "U" football, PO225, layover E.S., to ~~Oak Yale~~ 27-Yale, return Central bridge, was Penn or Fremont NB. --Basketball extra F. Dec. 16, conned in 1200 for Farrell #1519, PO 135- PI 301, this was merely loop trip from north end of CPF.

TRANSFER-BACK JOKES INCLUDED THIS ONE I GOT IN NOVEMBER:
Passenger: "Which end of the car do I get off?"
Conductor: "Either one. It stops at both ends.""
(This was on Como-Harriet transfers, I got it on Pay Leave car.)

OF CAR TRANSFERS. Addition to summer scrap notes: Nicollet's 1359 also went to N.S., July 29, was stored just prior to scrapping; and while new PCCs crowded E.S. and Snell., besides Snelling's 1438 and 1486 at Lake prior to scrapping, E.S. by July 13 had sent 5 cars to Lake storage, 1354 1358 1329 1403 1429, of which first two were scrapped.

2000 WAS ON BROADWAY day and night run Tues Nov. 14, 606 AM to 131 AM, when it pulled in (the 15th) shopmen were waiting to take it to Duluth, brought back 1652; next day (16th) we got 1651 1653 from Duluth (only Duluth chg. since gaining 3 PCCs.)

OAK-HARRIET WENT ONE-MAN OCT. ~~2x21x~~ 31 and caused many transfers, which I first noted Nov. 14 when 1342 1343 1346 arrived at N.S. Complete changes were: SNELL TO E.S. 1756 1757 1769 1793 1794 1796 1846 1853. E.S. TO LAKE 1347 1348, this according to Charlie Sulzbach who said they returned to E.S. by Nov. 25 (they were recently rehabilitated, both still had registers); ES TO LAKE 1335 1338 1339 1340 1341. E.S. TO N.S. 1342 1343 1345 1346. (1345 had register to end of its life.) SNELL TO LAKE ~~1703~~ 1730 1731 1775 1781 1842. To Snell. storage by Dec. 7 went Lake's 1419, N.S. 1350 1368 1400. By Dec. 9 E.S. gave Nicollet 1171 1690 2012 2013. 1136 again went to E.S. storage after a couple years at Snelling.

MR. GREEN WAS WITH US from Nov. 1949, and some terrific fights were stirred up in the newspapers during this winter. I will comment on only a couple of aspects, perhaps unfairly leaving out many points. One might wonder if streetcars or even the whole idea of mass transportation as we had known it right after the war, was on the way out in the Twin Cities, and that Green did not have so much to do with it after all, that it would have happened anyhow. --In Jan. he ended the full rehabilitation program, which effects were felt after he was gone. In April he closed most manufacturing shops at Snelling. Reduced labor force on tracks and in shops had definite affect in the winter. He got fare up to 15¢ quite soon, but that was what Strouse had been fighting hard for a year earlier. Strouse might or might NOT have bought more new equipment; he may have wanted it, but I don't know how he would have bought it without money. Green put buses on 28 Ave. and on Broadway, but I am quite sure they would have got them as fast from Strouse. Lines ran badly in the winter, but thinking of it (in 1955) they probably ran no worse than Strouse's Robbinsdale streetcar line. Newest and most noticeable was worse service on the heaviest lines, perhaps due a lot to further changes to one-man service, as for example CPF 1-man mid-days Jan. 20, BUT that had been planned at least from November, under Strouse, who had started the 1-man program with Nicollet, Oak, CPF Saturdays etc. Green made more service cuts across the board, but Strouse had been making them; naturally second or third cut on a line seems worse than the first cut, but might not Strouse have made same ones Green did? Finally Green attacked the worst-paying shuttle lines and actually got rid of a couple; getting rid of them was not the solution from standpoint of a good metropolitan system, but SOMETHING should have been done about them; if cuts had to be made, it was contest of Rice-Payne shuttle bus versus a day run on Como-Harriet.

I FOUND POSSIBLE new Bryant run in late February, asked Callaway about it, it was made into run effective April 15: P646-P956 Fre M/M, 222-P648 Bry, 7 hrs. 53 min.

HARRY DEAN made the markup twice a week, and did it fast as he did most things; his speed had awed me at first, till later I discovered such things as, in April, marking up Nyberg #1367 on two days when he was on vacation; and April 5, he marked me up for 653 Fre con and 900 o'clock call, though the conning stub got relieved at Bdy-Em at 928. I asked Nels if he would scratch me if I wasn't at station on time, or if they would pay me double time from 900 to 928.

BLACK SIGNS had been put in all N.S. cars by April 3. At first black ones were put in rehabilitated cars only, till at union someone complained it was confusing people to have two kinds of readings. Actually new black ones were confusing, since to 42-Penn the closest car was a FROLIVER, not a CHICAGO-PENN-42; FRE-OLIVER attracted people going anywhere at all on Oliver parallel to Penn; and strangers were told to take Fremonts and let Fre. (abbreviated) go by.

1777, LAST REHABILITATED CAR, seen out of shops April 3, with screens meaning spring had come; 1370 had screens on the 4th.

IN 1401 March 8, I followed NB 1612 on Plymouth, when his front trucks went way off at Ply-Em; about 10 cars were held each way. There was snow in rails, and every stop to make after; I wyed 38-Penn, took TWO minutes at gas station, and back at B-E inspector Red Anderson demanded to know where I had been, which didn't endear either him or the job to me.

1789 BROKE REAR AXLE of front truck Friday, March 10, southbound on Wash. at 5 Av N, about 620 a.m. M/M was Emil Mantifel # 1395, on 554 Bry which left Camden at 604. I had 1381 on 634 Fre, pulling out southbound, and got only as far as 8 Av. N. behind long string of cars from all the lines on the north side. 1780's axle was finally removed and a pin rammed in its place, and the car moved or was shoved to the soubhbound track on 3rd St. between 1 Av N and Henn, where it was out of the way. Then starter had a terrific number of CPF cars go right down Wash., loop 2 Av S to 6 St. and go north, missing south end trip. I got down to 1 Av N-Wash at 725 instead of 643. (Robbinsdale buses did a terrific business as they passed our cars.) Now for the gap out on Chicago coming downtown in the rush. At 6 St-3 Av S I met the last regular NB car not held by the trouble. At 28 St at 741 I met bus 572 L, and at 32nd 615 L, both jammed full of course. People at Franklin Ave. had rode that line, but most other stops had crowds of about 50 waiting at each corner. I heard at least one other bus came off FNL line, on to Chicago about at 18th, and filled bus at one stop. When I got to 38 St, a car was finally pulling out of there. I went to 48th, so things were fairly well cleaned up when I went back north. This happened the morning after Green was quoted in the papers as saying that a broken down streetcar ties up all the others, so buses are better. We accused M/M 1395 of arranging the breakdown with Green. My only comment is on of almost utter disbelief, that things were so badly organized that Lake St. Station could not furnish a single car for Chicago Ave.

I'M SHORT OF NOTES on these bits of work I find in work record: Jan. 5, we had very dead car 1396 to take to shops, it was coupled up and xhxx chained to 1195, which I drove dragging 1396 to the shops. Wondered if Wash. Ave. bridge would collapse beneath two cars so close together. Swanson #1163 rode in the second car; theoretically, if cars came apart, he would apply hand brake in 1396. (Hand brakes occasionally DID work at North Side, never did at E.S.) PO 1240, Snell. 155, PI 235 in car 1195. --Jan. 5 in 1590, we had no heat, so after trip south, got car change NB on Fre to 1802 at B-E at 517, M/M Ray Phenow #1525. Heat was just pouring out of the pipes in 1802, but I made some comment that it might not be as good a car as 1590 was, and Phenow answered "All you need is eight wheels and heat." --I conned Fre special 1597 Feb. 3 for M/M 1367, PO 208-PI 352, a basketball extra is all I have down.

PART OF FRONT XXXX WALL of Bannon's Dept. Store, on 7th St. between Cedar and Minnesota, collapsed 10:45 a.m. Fri March 10, block on 7th was closed off for fear of further collapse. ALL 7TH ST. CARS were rerouted over 4th St., and did not go through on 7th again until Mon. March 20. Someday I must sit down with map and figure out all loops, pullouts, and pullins.

GRAND-MONROE NIGHT RUNS all must have PCCs, probably due to noise complaints from residents. At union, some men complained of having to pull out old car every night for night runs, and then having to make car change to PCC after day runs had pulled in. Also at union March 14, I detected that E.S. and Lake were having a bit of competition on the Bloomington line, as Lake St. said they would like to have East Side keep their PCCs on another line. Nevertheless, Lake men weren't slow with old cars; once I heard Nicollet man took empty PCC from shops to Nicollet, could hardly keep ux up with Selby ahead of him making all stops.

BLIND PERSONS GOT FREE RIDES starting March 15. At first white cane was enough to get free ride, later they were issued identification cards. Once Nyberg refused ride to "blind"man who didn't have a card, and "blind" man got very abusive and took out paper and wrote down car number so he could report Nyberg.

LAKE'S 1385 came to N.S. on car change, had quite a long stay. Wed Mar 8 we had it on 629 Robb-Int (36-Fre, 28-56, 5-5, Int) and 425 Bry night run. Thurs Mar 9 it was on 542 Bry-Int, and in PM on circus special to Nic station; I met it at 425 pm at 1 Av N & Wash with blank signs and "Penn to Dowling" board. Fri Mar 10 it was on 542 Bry-Int and in PM on P231-P539 Fremont. I saw that markup, asked switchman Alfred Lunde about it, he said men pulled out without saying anything about it, and he thought some Lake cars had CPF readings; I met it NB on Plymouth on its last trip on that run, with blank signs and "Fremont to 44th" board. Mon Feb. 13, 1385 was on 542 Bry-Int and ~~542~~ 502 Bry night run. Tues Feb. 14 it was on my own 554 Bry, and after that was apparently returned to Lake St.

OF CARS SEEN. Wed Mar 8, day of bad snowstorm, saw 328 go north on Washington (short loop), but it went to 2 Av N, tried to turn left there, but could not, as curve was not used and was packed solid with snow; so it finally was sent to N.S. Station. --Mon Mar 6, 256 pm at H-W, N.S. circus cars going to 2 Av S, 1576 1580 1387 1394 all Not in Service; later met two of them going north, 1576 ~~xxx~~ CFO and 1387 CF. Tues March 7, in snow storm, coming from circus, 1591 SPECIAL with "Lowell" card. --Fri Mar 24, # 15 unloading coal at Oliver; we wyed ahead. --Mon Mar 27, # 52 at N.S. with load of coal. --Thurs Apr 6, 1385 28A56⌿, northbound on 3rd to 1 Av N (511 pm) to 5th SB; this line did have a PO scheduled 3rd to 2 Av N to Wash to 1 Av N to 5th SB. --Wed Apr 19, pulling in from 34 Av. S., followed 1598 LOOP to N.S. Station, pullout which regular came from Minnehaha line, got good load for Wash. Av. N. even with its Loop signs, left N.S. about 754 AM with Riverside to Lake signs. --Thur Apr 20, in St. Paul, 1-man 1503 TP, ~~fixt~~ first of new 1-man rush hour deal seen on Selby (like CPF and Como); none such on Selby out of Lake St, said Kirt Blewett #1888. --610 double-header, same day in St. Paul, 1235 HPNSP⌿ and 1398 HPM⌿, with 1531 S⌿ stuck in between.

CARS DERAILED from track spread NB at 44-Humboldt Mon Mar 20. From 645 PM, had to wye cars at 44-Fre and run shuttle bus to Oliver.

NEWSPAPER ACCURACY sample, George Grim had item complimenting M/M 1689 of Como-Harriet line, it was actually M/M 1489 of Chicago line.

LACK OF TRACK MAINTENANCE apparent with much snow of March and April and following street breakup. Samples, March 27 Bdwy car off at Bdwy-Wash; March 28, Bdwy car 1677 off at Bdwy-Wash to the left so far that right wheels were in left rail; PM same day, 6 feet of rail out on Camden line, buses shuttle Sta. to Camden; Mon Mar 27, Fremont off at 38-Fremont, station notice up to be careful due to "narrow guage of rails", also use care wherever there is no paving; cars off at B-E switches, up around 38-Thomas, etc. About May 10, Como gatecar off on spread rails at 47-France ~~x~~ swung out, broke all gateside windows rubbing utility pole, and broke a fire plug, ~~xxxxx~~ flooding the street.

GATECARS ON NIGHT RUNS. Tues ~~Maxx~~ April 4, markup man Jim Thomasson had two gatecars left in the house when he got to the end of the markup, so put them on last two pullouts, both night runs. 1375 went out at 503, got car change when conductor got off at 614. 1364 went out at 508. When I pulled in at 623 I was surprised to see the markup; I asked night foreman Syrdal if they had really put two gatecars on night runs. He said he was glad I reminded him, he had to change the second one at 714, so he called up the shopman, about 645. I walked from the Sta. to Bdy-Em to watch the car change (an event worth a day's pay to watch). Car from station didn't arrive, M/M 1627 phoned, was told to keep his conductor extra trip, took 1364 CF/ (off Fre) (C/R 1232) on to 54th St, 801 there, presumably changed at 840 as northbound Penn. At 717, shopman in 1668 NW came creeping up Broadway, he didn't think it was 714 yet and had let WB Broadway car ahead. I said other car had gone, so I rode home to Irving in 1668 and shopman went to 19-Upton and pulled i

THE BROADWAY BRIDGE was closed Mon April 17; last Broadway cars ran Sunday the 16th. New run pick went in effect Sat. April 15, so extra men worked all the Sat. and Sun. Broadway runs.

THE 2000s at N.S. had gone out of use early in January. Along with 1350 1368 1400 at Snelling, and 1383 1410 1563 stored all winter at N.S., they were only cars actually stored this winter, though at shops, cripples were piled up and shops even had to borrow 16 and 17 track for cripples (plows on 18). Fri Mar 10, 2007 was spruced up and went on 420 Bdwy night run; it was marked up for same again Mon Mar 13, but regular driver John Ek #1223 came back after 4 weeks off, and asked for big car and got 1390, so 2007 ran no more at N.S. But later with snow and cripples piling up, on Mon April 3, 2006 was on the 420 Broadway night ru Ek drove and I rode a round trip to take pictures; this was last 2000 on Broadway.

APRIL 15 1200 was on 523-911 stub, 1389 on 606-958 run, 1670 on 646-1147 run, 1666 on 551-131 run. SUNDAY APRIL 16 the runs were 1576 on 751-1136, and 1590 on 831-1216, both of which pulled out in A.M., half-wyed at B-W and went east; and 1595, last car on the line, 621 a.m. to 131 a.m. Monday. That Monday morning, the 17th, no gatecars were needed on CPF for first such morning markup ever, adding a special gloomy meaning to end of Broadway.

RAILFAN'S # 4 was out Sunday the 16th on the Broadway line; see railfan trip writeup. I got up that night to ride last regular round trip, in 1595, M/M Bob Musolf #1365, EB Bdwy-Irving 1239. Man and woman aboard then got off at B-E. Woman boarded eastbound at B-E 1241 to ride to west end; she missed previous trip, in which WB car connected with 1215 downtown cars, because there was no 1215 lineup downtown Sunday nights. Ahead of us had been 1499 C54/ and 1580 NW/ off Penn; at B-E we let 1585 NW/ turn off Fremont; owl relief pullout was 1567 C54/. We got one more rider off Robb bus, going northeast. Left Jackson 101, crossed bridge 108 as newspapers had said last car would. One man on first east end stop to 6-Bdwy, another on at Univ. to Dupont, woman who rode extra trip got off at Sheridan; no more riders. WB on Bdwy, we met 1469 NW/ and 1174 NW/. Robb and Lyndale buses didn't wait for lineup; our Broadway crossed B-E without waiting for cars half a block away, till I said something and we waited on far side (typical TCL lineup success), but no one wanted our car. Owls were 1396 CFO and 1395 CF42. I set signs N. WASH. TO 26TH at Upton, we left 122 ins. 120, I got off at Irving.

EASTER RAIN & WIRE FREEZING, Sun Apr 9. We were at party at Howard's for my nephew's first birthday. C & A left there about 335, got a car in about 10 minutes, which was one of three SB Fremonts running together; first car was empty and breaking ice off wires, second two picked up passengers, no cars were coming down off Penn. It then took the Fremonts twenty minutes to go from 24-Emerson to Bdwy-Emerson, so C & A gave up there, walked back to house & got soaked, got automobile ride on which I rode with. We passed E.S., some six cars of various lines were there wying out; everywhere we met short lines and Not In Service cars. On 1 Av N at 6 St, two E.S. cars were laying over, 1466 L/ on eastbound rails, 1228 L westbound (with side sign CH). Trouble continued in evening, one M/M Hotchkiss #1699 broke two trolley poles. This was worst sleet storm since one I worked Jan 3 '49. Bob Schumacher said PCCs had so much more power than buttons, that they burned (melted) ice off wires without much trouble. --All cars should have had sleet cutters as regular car equipment in winter, I would say; also spare retrievers would also have been useful very often. During years I worked, we didn't need wire pickup rig (every car had one), as no one then ever would use them, though in earlier years M/M frequently used them.

Mon Apr 10, storm and darkness in loop at noon; going south in 1201, had lights on, had to pull bulkhead curtain down or I couldn't see out (own lights glared just like at night).

I HAD ALL-GATECAR DAY, my ambition, by request Wed April 12. Got 1401 on 504-1008 in AM, going up Broadway so early, remembered watching the gatecars do that when I was very small. Fires were out by now, it was 16 above, and C/R Jake Hochstedler cussed the gatecar all morning (he wore long underwear all summer, and kept his sheepskin on at all times about 9 months of the year.) In PM I got 1343 on 231-539, and C/R William Sorenson #1397 was very mad, and brought up his bad heart condition (which was why he was conning instead of driving bus), and didn't like opening and closing bulkhead doors. But afterwards he decided it was all right, as I took it easy in the driving, and didn't work him too hard. ---The younger cons also, these last years, didn't like gatecars; because their gates opened every time the front doors did, they thought they had too much extra work ringing all those extra ding-dings.

PASSENGER COMPLAINED to me April 18 about her little girl having inadvertently got on a Nic-Henn bus at Henn-Lake, paying fare, and of course not getting transfer; but driver would not refund fare and she had no more money to get to North Mpls! Drivers should have had refund slips, but many didn't carry them; this is just one example of treatment of the customers that often made me sick.

DIFFERENT BADGE NUMBERS were given motormen in those days when they went on bus. Charlie Potter #1213 at N.S. went bus and got badge #137, which was same as his brother-in-law's number on the streetcars at East Side (Dewayne Moreault #137).

1166 BURNED ON GATE SIDE, and through much of interior, when trolley wire broke on Hopkins line and slapped against side of car. 1166 was fixed up in April, GS repainted with emblem. Burned 2018 also fixed, but burned 1793 got scrapped, it being entirely burned out inside. Badly damaged 1839 repaired, was hit by oil truck on RSSP.

LAST GATECARS ON NIGHT RUNS, Fri April 28, one-man night service commencing Sat Apr 29 on Como-Harriet and Interurban. I had expected the change a week later. R 1-M 1389 C48/, 745 at B-E off Penn, with terrific standing load (short running time and 15-minute Penn service, started early in evening to discourage riders). I saw "Fame Is the Spur" at the World, then decided to go see C & A at 414 2nd Av SE, as next day they were moving to Medicine Lake. Before show saw ~~1272~~ 1254 CH/, 1286 CH54; after show, saw 1282 CH54, rode R 1272 CH/ H-5 to 2ASE, which I will not forget, the lights inside, the open bulkhead doors in the chilly evening; C/R 19 on that car told me it was last night of 2-man night runs. Then I drank coffee while C & A were packing boxes. Then at 1146 I hopped on 1292 CATE/, rode 4-Central to 4-15, watched and wondered as 1292 turned on the bridge. I walked about a bit near "U", saw 1312 OH and 1854 OH/, then boarded 1757 CH54 to be 1215 lineup car at H-W. A gatecar went east at 1215; I saw 1385 38C (the 1210) go through at H-W, and we lined up with 1302 OH and 1688 B56. (Also had noted, at 4-Central, EB 1207 owl relief, passengers on 2-M 1296 CH/ xxxk walking back into PO 2x 1-M 1297 CH/.) Also saw 1-M 1295 EMS/, and 1806 C48/, the lineup that misses all the 1215 cars. I wandered east on Hennepin for the 1230 lineup, and saw these cars:

1308 OH/
1304 BJ/
1-M 1328 EMS/
1290 CH/ --last night run gatecar to St. Paul or anywhere
1221 PFP/
1298 PFP --and a 28R/ was coming down from 5th & 5th.

At 4th St I boarded, and rode to 6th St, on
1278 CH54 --last night run gatecar to west end; and I saw
1551 B54P
1-M 1199 CP42 (M/M 1265)
1-M 1196 CFO (M/M 1413) --I boarded 1196 to ride home; still saw
1-M 1312 EMS/
1280 EMS/
1854 OH --and going south with odd signs,
1-M 1386 CP42/ xaxbx And that is all.

NO CAR TRANSFERS were made due to above change to 1-man at night. --During winter, change to 1-man of short Snelling To Prior pullouts was cause of increase of gatecars on Interurban pullouts.

I RODE SUPPLY CAR # 97 from North Side to Snelling Wed May 3, sitting on a box in front of the resistance. The driver had been running the supply car since 1931, had drove # 97, # 95, and # 2 which he thought was ex-950.

WANDERING Thurs May 11, saw 1604 L/ eastbound on Henn, turn north on 3rd St, about 353 PM; he did not appear at 1AN-W, so must have gone back west on 1 Av N. Rode R 1280 CH/, H-W 404 to 7-Wab 457. On ride, met 1294 CTML, also 1507 STC, Snell. Ave. pullout going to FG to wye. Watched 510 triple-header: (at 7-Rob):
1241 HPNSP/ (note accident report of May 1949)
1235 HPM/
1608 HPW/

Also saw 319 CATE/ on Wab, Int car filling in on Como; 1322 CH54 went round Cedar Loop; 1408 SL short-looped 4-Rob-5-Wab-4; 418 SS went up Wab, no doubt HC pullin. Visited Model RR club first time, Blewett there, rode home with Charlie on 1842 SL

STREETCAR COUNTING SUN APR 2, during auto ride to St. Paul; my first knowledge of Int and Como being 1-man Sundays: evening: 630 p.m.

1-M 1189 CH⌿
1797 OH⌿
1-M 1819 CH54, Pay Enter!
1-M 336 TM, collecting fares C/L
1-M 302 TM
end 420 HC
1-M 315 TM
At Snell Sta, 312,1812,1822*

1-M 320 TM
1809 DW
1-M 325 TM
1-M 317 TM
1-M 1309 CH54
422 HC
1-M 308 TSP⌿
381 GM
end 1598 SL, still 2-man

1628 MFS47A
1622 RHP
At Dul Sta, 1569, 360, 2000, 1235.

1557 S⌿ (pullin)
421 SCPP⌿
385 GM
421 SCPP
1596 B⌿ --to be 945 at Jackson
438 GM
350 GM⌿
1652 C54⌿ (off Fre)
1469 B⌿

*Snell flag bracket cars in front of east side of car house, always in view there as long back as I can remember.

SCHOOL PATROL PICNIC Wed May 24 at Minnehaha Park. Formerly the kids had Milwaukee train ride to park, this year they had 35 special streetcars, of which N.S. had 10 915 Specials; these all lined up southbound on 3rd St, while school patrols paraded down Nicollet before getting on cars. N.S. had six afternoon specials, of which I drove the 3rd car, 1580, first driving for me on the Minnehaha line. 1st (M/M 1367) 3rd (mine) and 5th ran out there in service with Minnehaha Falls signs. At the Park I saw cars of all 4 stations, noted several 1-man Selby-Lakes. Our six cars all returned "NW" but on different routes. My pullout was at 150, pullin 337; I was second "NW" returning via Minnehaha line. One "NW" went back via 27-Lake, Lake to Chicago & north; one went via 27-Lake, Cedar, Franklin, 4 Ave. I hauled all regular passengers encountered both ways.

SNELLING AVE. CROSSING at University was double-tracked in June

DRAFTEES MOVED BY STREETCAR during the war, Xxx Knott #1381 told me; he had run a special car from Robbinsdale to Fort Snelling.

I SIGNED COMPANY PETITION in July, to aldermen, asking relief for company in street costs etc., so they could get new vehicles. BUT I wondered privately, what good were new vehicles when they didn't know how to run the ones they had? To watch the old cars go was a hard thing, made much harder to seeing so much screwed-up operation.

LAKE ST. BRIDGE went single-track July 10 while it was rebuilt. Red lantern for WB car to go, white for eastbound. Signal lights started 9 a.m. July 31, operated by flagman in shack at east end; red & green lights at east end for WB cars, red light only at west end for EB cars. In August Charlie S. told of spread rail, WB car off and sunk down on bridge, doors opening into river; all-girl crew refused to get out pole side windows, car finally jacked up, delay one hour. Double track open 8 a.m. Wed. Nov. 15, bridge open to autos Sat. Nov. 18.

I KILLED A CAT with 1677, late night trip Fri July 14 NB on Chicago, cat ran out suddenly between 18th & 19th. Only animal I killed.

~~KAREE~~ FARE RAISED TO 15¢ (4 for 55¢) at midnight Monday night July 17, so naturally same day they cut two more CPF PM rush hour cars, sent more pullouts 1-man, etc. (now generally everything making single trip was 1-man). Gradual cuts had been made all spring, and continued after fare raise. One M/M Winstead #1461 had short second half of run, a single trip to north end, and as he never took in any money they kept cutting his car and he had three different pullouts in a month as second half of that run. Still they didn't catch up to many cases where cars ran nearly empty, as late Sunday nights; a silly run they had a long time and finally cut out in July, was Sun. night car off Penn, relieved by owl at 1134 going to 54th; at same time they had car off Fremont, 1134 ~~zxxBx~~ at B-E, to 38th, and it usually followed the long line all the way, empty. NIGHT OF FARE CHANGE, we changed trip sheets at midnight, I was SB at 4th & Plymouth in 1198, and was pleased to have a fine 1906-built car in which to collect such a modern 1950-type fare.

ACCIDENT MON JULY 17. Car 1611 (M/M 1432) was northbound Penn store pullout, 849 at 6-Henn, with load of about 70, was on 1 Av N almost across 5th St. when hit. E.S. empty store pullout ~~853~~ car 1853 was WB on 1 Av N, going to 11th to be NB Johnson car; 1853 missed electric switch at 5th, hit 1611 in left front corner, broke 3 PS cab windows and 1st body window, demolished side frames in that area; air line broke, escaping air frightened pasengers; M/M 1432 was knocked against farebox with controller in his lap, but only got scratched and helped next car couple up to him. (I didn't see 1853, front end wrecked, both cars rebuilt). Our next car 1651 (M/M 1459), reg. 856 Penn~~x~~ at Henn-6, pushed 1611 up Wash and across street at Plymouth, then backed up, went north, wyed 38-Penn. There was a Fre, and another store PO, 1805 Penn, before I came along in 1198, 911 at Henn-6 regular Penn. I caught this whole bunch at Plymouth; 1734 38C was just ahead of me, and it pushed 1611 to the Station, on to the rear end of the gatecar track, where I inspected it that night. I then saw it hooked up to gatecar ahead, 1381; both backed out, and I rode in 1381 pulling darkened 1611, to B-W. One shopman was in 1381 going to shops; another followed the train, in 3-motored 1200, and both rode home in 1381. Signs 1381 NW/ - 1611 CP42/.

SPOTTERS' REPORTS. May 15, Syrdal called in Coder #1675, M/M, because of report that his conductor had been leaning on the farebox. (!) --M/M 1395 was once reported for smoking, though he never smoked in his life; and another time he was turned in for reading the newspaper while he was driving. --I got reported once for driving with my feet up by the door buttons; the foreman told me it didn't look "graceful".

OF CARS SEEN. Sat May 20, my eyes popped to see East Side's 1846 on 3 track behind N.S. car house, tagged "This Car ~~QxXxxRxx MxxthxStdxxXx~~ In Good Order for North Side". The shops had tagged it for us by mistake. Monday we sent it over to East Side. --May 24, 442 PM at 2 Av-6 St, I saw 1171 4A38/ come down 6th with one passenger, 402 4A38/ came off 8th with about 60 riders and followed 1171, which no doubt looped 5th-1AN-6th when late. Aug. 21 PM, on 2 Av S from 8th to 5th, saw 1248 L/, regular car which made double trips to Aldrich, looped 5th to 1AN.

GEORGE GRIM was back from Korea and talked at Powderhorn Park Mon July 31, drew record crowd there. My 806 south at Henn-6, I brought him about 30 people (on heavy store trip), but was most impressed by auto traffic; where Grim was talking was way over at 14th Ave., but autos were thickly parked from Lake to 37th and on all streets over to Park.Ave.

N.S. COMMUNITY PICNIC parade on Broadway Tues Aug. 1, I was NB Fre 719 1-man relief at B-E, cars ahead, I let con off by library at 717, moved up to switch, watched parade about 9 minutes. The Penn car ahead and the next two behind me went Fremont, last one was 1589 CP42, signs not changed. --Needed to put heaters on that night, as we often did that summer, temp. sometimes under 40 at night. --I was 947 at Thomas, saw high fireworks bursts as I came down Penn, was first car for break but got only about 45 there. I did stop at Logan Ave., which is not a car stop; but I have seen cars pass up 40 or more people there after North Commons celebrations because it is not official stop.

CARS SEEN. Sun July 23, riding steam fan trip, engine # 98, we saw 3 N.S. cars 1173 1195 1806 parked at Minnehaha Falls loop for Aquatennial open air church service. At Franklin-Cedar, spotted 1842 28A56/, which got around corner in spite of us.

--In St. Paul, Thurs. Aug. 3, watched 510 train make up (first time seen): 1631 LOOP came up Seventh, took Main St. loop. 1633 RHP/ went east, 1810 RTC westbound had on green markers. Then east, 1618 HPNSP/; 1631 was ready and pulled out, 1631 HPM/ but forgot his markers; 1634 xxxx HPW/ came east close behind 1618, but waited for 1631 to get in the middle. Also saw xxx8 1772 MB/ (Maria to Burns), apparently one short line east each night. And 2-M 1821 L/ (off Int) turned Wab to 4th, later came back 1821 TP.

--For 1 a.m. lineup Sat night Aug 5, 434 BL54/ followed 1 a.m. Chicago south through loop on 6 St; I don't know why, unless it was some special owl car change.

--From March I started recording certain cars on 28 Av, and in Aug. recorded every car seen on 28, 34W, MFS lines, so when I was driving I had lots of writing to do whenever I got to red light. Of interest, 1724 L on Aug 8 crossed ahead of me at Franklin-Chicago, I crossed ahead of him at 4 Av-6 St, he beat me at 1 Av N-5 St (NB trip 1104 Fre at Henn-6.)

1677 LOST TROLLEY many times, even on straight wire, Sat Aug 12, so I called for trolley pole change, two shopmen drove up to B-E in 1473 NW and brought me new trolley pole.

I RACED IN 1597, Tues Aug 15, last night of summer night runs; was on time NB Fre at H-6 at 1104 PM, stuck it in corner, left Ply-Em 5 minutes hot; used six minutes from H-6 on 1AN, Wash,Ply to Em.

THOUGHTS ON SERVICE CUTS. Every car removed from service, reduces the value of the remaining cars to the customers, and therefore reduces the earning potential of those remaining cars. For instance, suppose it is worth 15¢ a ride to ride on a line which has 20 cars out on night runs with frequent service; if four of those cars are taken off, it is NOT worth as much to ride on one of the remaining cars, on account of so much longer waiting. My line watching actually showed that, where night runs took in say $25 per car and so were losing money, and one or two night runs were taken off the line, soon the remaining cars were taking in only $20 each.

OF NORTH SIDE CARS ON 28 AV S-N EMERSON. We had two regular pullouts in the AM, ever since Robb line was cut off. The 629 pullout went 36-Fre, 28-56, 5-5, db. Int at 839, Emerald, PI 928.

CARS ON 629 ROBB-INT, Fri 3-10 to Fri 3-17:
1580 1653 1396 1176 1584 1195

Then the Int trip was cut, it pulled in PI 839 from 28-56:
Cars on 629 Robb Mon 3-20 to Thur 3-23: 1173 1388 1566 1390.
Then that pullout was cut, from 36-Fre via B-W there wasn't much business because CPFs went via P-W. Lake St. however retained 4 morning cars to 36-Fre which were parts of regular runs.

SECOND N.S. P.O. was P635-P821, PO to 28-56 and PI. Cars:

Fri. 3-10					1584
3-13 to 3-17	1664	1588	1816	1394	1673
3-20 to 3-24	1587	1199	1394	1805	1593
3-27 to 3-21	1196	1652	1675	1469	1820
4- 3 to 4- 7	1174	1673	1395	1665	1394
4-10 to 4-14	1666	1176	1665	~~[illegible]~~	~~[illegible]~~1800
4-17 to 4-21	1198	1653	1589		1173
4-24 to 4-28	*1805	1579	1802		1390
5- 1 to 5- 5	1677	1200	1396		1585
5- 8 to 5-12	1397	1397	1669		1802
5-15 to 5-19	1816	1654	1173		1397
5-22 to 5-24	1173	1653	1678		

*my own car

This pullout was cut 5-24, which was last day N.S. operated on 28 Ave; car 1678, M/M Clark Hall #1693.

LAKE ST. USED North Side's 1820 on 28 Ave, on which I saw it Mon PM May 8, and both AM and PM Tues May 9.

OF THE LAST DAY OF 28TH AVE., Fri. Aug. 18. I took the day off to watch streetcars. 50 above, up early, walked to B-E, rode 1710 28 to 36-Fre, left there 7 a.m., rode 1710 28A56/ to B-W. 1729 28 arrived 36-Fre before we left. At B-W I counted:

1640 34/
1841 28 7:17
1807 blank/ 7:19, Univ-Emerald, LS, fr. Camden
1781 38C
1583 34W
1729 CL/ (off Em)
1473 34W/
R1701 28
1621 34W ; rode 1701, the last 28-Em car; at Lowry met
1841 CL/
R 1701 CL/ 7:45; off at 2AN-W, saw
end 1776 FS
end 1620 CL
end 1479 RL
end 1720 34
1415 CL/, 1AN to Wash, 28 or P25
1201 NW (34W)
1784 34/
R 406 2SNE/, took pies E.S.

R 1786 BCH, over trestle Bdy-Cent; pies
R 1786 BCH/
~~1271 OX/~~
~~day~~
R 1583 34W
1199 34W/
1680 FS/
1271 OX/, on day run -To N.S., pies.
1583 34W/
Home.

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336 PM,
R 1683 C38/, 23-E to 1-5
1561 38C
end1695 FS
1730 28A56/
1698 L
1272 CH54
1220 28R/
1830 L
PO 1295 BCH
1782 28A56/

R 1698 28R/, 1an-5 to 50th; Blewett marked up for this N.R., but had quit that day. Saw:
1207 L VF4A
1774 L VF4A
1691 NIS, 4AS to 5 St., Ply PO
1420 ---
1728 L VF4A
1727 L
1788 L VF4A
1701 NIS, Ply PO, Bloom to Frank, via F. We just beat train.
1694 38C
1720. L VF4A
1685 L VF4A
1730 L VF4A
end 1220 L, at 50th
1782 L (led 1220)
R 1830 28R/, 50 to 56
R 1830 L to 42-28, saw
end 1207 L at 50th

(Cont.)

STREETCAR COUNTING (CONT.) AUG. 18.

1446 28A56/
1482 28A56/
1774 28R/
off 1830 L at 42-28.
1747 38C
1420 28R/
1207 L VF4A
1724 L (34W)
1763 34W
1446 L V-F
1640 34/
1775 34W/, two
cars prob held by RR.
1482 L (28)
1642 34W/
1728 28R/ T56
1727 28A50/
1209 34/
R 1561 38C,
42-28 to 35-C
1480 34W/ M.1381
1219 34W/
1415 34W/
1841 28R/
1774 L
1583 34W/ M.1399
1430 28R/ T56
1745 28A56/
1619 28A56/
1727 CL
1694 34/
1748 28R/
1420 L

R 1643 CL (off
28, R 35 to Lake.
1685 28A56/
1720 34/
1488 L36/
1728 CL
1730 28A56/
1500 SL
1640 CL (34W)
1775 38C
1642 L
1792 34/
1534 TP/
1209 CL
1788 L
1710 CL
1423 L22/
1220 28R/
1475 L36/
R 1480 38C,
Cedar to Frank.
1782 28A56/
1784 34/
1221 34W/
1698 28R/
1830 28R/
1806 34W/ M.1683
1219 L
1207 28A56/
1430 L
1199 34W/ M.1493
1415 34W
1583 NW

1446 28A56/
1482 28A56/
1782 L
1642 34W/
1747 34/
R 1720 38C to H-W
1219 34W/
1749 FS/
1561 34/
1680 FS/
1775 34W/ 1818 EMS/,
1717 FS/ Ply at M-W
1285 CATE/ 655 PM
1223 L on 3rd
1792 34/
R /1-M 1578 CP42

R 1-M 1586 C54/, 11:22
pm at B-E; 23-E to 1AN-W.
1746 PFP/
1717 FS/ 1132 H-W
1576 CFO
1597 C48/
R 1415 34W/ 1AN to 54
1690 B54P
1657 N54
1638 L (in viaduct)
321 TM at 7 Corners
1775 38C at 28-Cedar
1446 L at 35-Cedar
1480 38C on Hiawatha
R 1415 CL 54 to 38-28
end 1784 34 at 38-28
R smelly 826 to 54-34
end 1763 34W at 38-28
R 1763 L; 133 at 23-
36, met 1775 34W/
1-M 1219 SL connect 134
rode v-3 to 1AN to 5.
R 1446 28A56/ ~~x~~ 2a.m.
H-5; waited Lake 226,
1219 SL/
rode 1446 to 42-C; I set
signs "CL", R to Lake.
Coffee at Bloom,
R 1781 SL/ to Cedar
R 1763 34W/ to 28-38,
I set "CL" rode to Sta.
R 1619 34W/ PO 454,
over straight 42-28
track, to 54-34, to 5-5,
to 54-34 again, then
R 1619 L to 1AN-5
R 1-M 1590 CFO 726 a.m.

AN EFFECT OF END OF 28TH AVE:
Tues Aug 22, 1786 1790 1792 came to N.S. from Lake; Wed. I saw 1789 and then 1788 come (just before coffee), and then 1787, at 10:38 A.M. (I had pulled in 902 AM; coffee at North Side after pullouts was usually four ~~of~~ or five cups.)
TUESDAY AUGUST 22, 1950, FOR THE FIRST WEEKDAY IN NORTH SIDE HISTORY, NO GATECARS WERE USED.

No doubt at same time, but discovered by me Sept. 1 and Sept. 28, Lake sent 1807 1830 1841 1842 1844 1852 to East Side.

LAST DAY OF 28 AV S-N EMERSON

August 18, 1950

NO. EMERSON CARS IN THE MORNING

PO	28-56	Henn-5	Arr.36	Lv.36	Henn-5		
531	552	629	649	700	720	--806 lv. 56th	1710
546	607	645	705	715	735	--PI 757	1729
608	629	707	727	730	750	--PI 812	1841
618	639	717	737	745	805	--PI 827	1701

Last M/M in 1701, Harold Nelson #1797.
These cars were replaced by two Chicago-Fremont-36 1-man Loops, to leave 36-Fre 659 and 729, via Bdwy-Wash-1 Av N-6 St-2 Av S-PI; later, first of these became a Chicago to 48th, still over Bdwy.

28TH AVE. SO. CARS FRIDAY NIGHT

Probably last car through to 28-56 was the 1142 south at Henn-5, with later cars wying at 42-Cedar, because of trackwork at 42-28. South downtown at 1205, was car 1638; 1233, 1446; 100 car unknown. LAST ON LINE, 200 A.M. LINEUP AT HENN-5, CAR 1446, M/M 1818; wait for Selby 219/225, arr. 42-Cedar 232 (Car's old schedule, leave 56th 242), lv. 42-Cedar 251 (we left 244); PI 259.

34TH AVE. SO. CARS FRIDAY NIGHT

Last through over the entire old route, 1140 south at Henn-Wash, CAR 1415 (from 2 Av N-3 St) M/M L.E. Jorgensen #1923; left 54-34 at 1215 and pulled in to Lake. Line later cut at 38-28 due to track relaying at 42-28.

	SOUTHBOUND CARS				NORTHBOUND CARS				
	CAR	H-W owls H-5	Lake	38-28	54-34	38-28	Lake	H-W	CAR
					1138	1147	*1155	1210	1775 Camden
					1158	1207	1215	1230	1480 Camden
From 2-3	1415	1140	1155	1204-to 54	1215	1224	1231		1415 P1233
Fr.Camd.	1784	1200	1215	1224(didn't wait:		1244	1251		1784 PI1253
Fr.Camd.	1763	1230	*1245	1254		129	134		1763 Loop
Fr.Camd.	1775	100	125	131		132	137		1775 PI 139
V-3-1AN	1763	200	225	231		232	237		1763 Loop
V-3-1AN	1763	300	325	331		#332	337		1763 PI 330
						#actual 340.			

1763 was last over route from 38-28, over Franklin-Cedar crossing, etc.; M/M K. J. Knudson #2117. M/M of 1480, Walter Knott #1381.
*Two cars 1775 and 1763, night runs, normally relieved by owl car pullouts at Cedar-Lake at times starred. This night, night run men worked extra trips. Bus that took 28 Av passengers at 42-Cedar at 232 (816) went north for 4 a.m. lineup; other bus (826) for 5 a.m.
FIRST CAR OVER NEW 34 AVE. ROUTE, CAR 1619, PO 454, 54-34 516, Henn-5 555, 5th & 5th 559, Henn-5 SB 602 am Sat Aug 19, M/M 2163.

NORTH SIDE 34W CARS

	F8-4	M8-7	T8-8	F8-11	M8-14	T8-15	T8-17	F8-18	8-18 Fri. M/M
525-648P	1677	1172	1583	1580	1665	1668	1816	1801	1245,1399
526-900	1663	1566	1677	1386	1397	1594	1566	1473	1425
incl.Int--542-821	1668	1683	1174	1654	1583	1175	1499	1201	1589
554-750	1802	1587	1588	1473	1586	1199	1196	1816	1151
637-752P	1195	1800	1195	1566	1791	1590	1396	1199	1303,1493
343-723	1584	1197	1780	1595	1480	1580	1655	1806	1683
452-1256A	1566	1675	1594	1801	1174	1579	1591	1480	1381

I GOT NO FAIR GROUNDS WORK this year, which quite disgusted me. I worked it all years except 1946 1950 1953. Also disgusting was holiday practice which began a year before, when union got us holiday pay. Regular men ~~wxking~~ working picked usual runs, about 8 hours, got time and a half. Extra men were treated as inferior creatures; contract said they were entitled to guarantee of six hours per day, and on Labor Day they were given just over 4 hours, on theory of four hours at time and a half made six hours. This idea, previous Labor Day, gave me only 2 trips to FG for the day. This year, Mon Sept 5, I actually worked 5 hrs. 8 min., SPLIT into two pieces of Fremont work. I boiled about the idea, and next day scratched for two days on purpose.

I WENT TO FAIR Sun Aug 27: R 1-M 1757 CH/
R 1-M 1325 CH54
R 1-M 1668 CP42

This was first year of 1-man Comos; eastbound, instead of collecting second fares at C/L, they were pay leave until the Fair Grounds; those getting off there paid at the gate, those staying on had their fares collected at that point. Westbound Comos continued paying second fare at C/L; M/M started collecting from front of car, loader got on and started from the rear, then car was Pay Enter. FG 1-man Special cars ran as previously, Pay Leave in either second city. --That night, just before midnight at Henn and 7th, I saw 1792 FG and 1664 FG turn from Hennepin to 7th, to PI to N.S. I heard a woman on corner say, "I didn't know they had tracks on 7th St!"

RAIN Mon. Aug. 28 caused worse-than-usual loop jam, though it is always bad after rain, from extra autos coming to pick people up, and cruising round and round to do so, or looking for parking space. I was conning 342-726 Fre, in 1594, for M/M 1421; on second loop trip, from north end, came down ahead of time, went round Wash-2 Av S-6 St-1 Av N, and when we got there, 1 Av N-W, we were 48 minutes late. (H-6 547 ins. 512; 1AN-W 604 ins.516). Left Oliver 630 ins. 551, after phoning; we were late for a SB 2-man car, but were told to go through; didn't do much good, as were in between two 1-man 54th St. cars. At 54th, left 735 ins. 649; PI 818 ins. 726.

I RETURNED LAKE'S 1207 to them Tues Sept 26 (called "TRANSFER CAR.") I had returned same car to them once in 1947. Was to have brought back our 1789, but while I was on way over, and L.S. man took it to N.S. Before we had transferred cars via Cedar, now we went Wash-2 Av S-Bloom. line to Lake.

FRONT END BADLY WRECKED ON 1850, Thur. Sept. 28 I saw it pull in from Oak-Harriet line.

FOOTBALL SPECIAL, 4th AVE., Fri Sept. 29. I drove 1175, C/R 1645, 5th and last N.S. car to get Central, take them to North. PO 200, on way over we were mixed with E.S. specials going V-1 Av N-6 St to Vocational (we went Wash-1AN-6 St-4 Av both ways). Our cars were 1567 1591 1589 1201 1175, E.S. had 1289 1278 1282 1286 1281 (on 11th these headed NB into wye). My car left 4 Av-38 236, loaded up, left 34th 245; pullout 1828 G got ahead of us; via Fre line to B-E, PI 325. As last car, we got only 16 passengers, $1.60. N.S. cars brought Edison to Henry, BCH route to H-W, then Fre route. END OF GAME: N.S. returned Central kids, at H-6 at 551 I met SB 2-man 1663, blank signs, 4A38 card in window. E.S. returned Edison kids, I met 1282 CHAR and 1286 CHAR NB at 36-37 Fre, later at Ply-Wash I met, southbound there, 1281 CENTRAL TO 40TH.

I WENT SANDING IN # 18 Fri Oct 6. Sand cars were now "1-man" under Mr. Green. That is, we formerly had 2 trainmen on, 1 M/M, 1 con, plus a shopman taking care of sand. Now there was just the trainman driving, and the shopman, who shoveled sand, stopped up sand holes on curves and crossings, watched trolley, got off and threw switches, etc. It worked fairly well on flat cars like # 18, but I found later it didn't go so good on # 45, with augurs in center of car, to which sand had to be fed a bit at a time; controller for stopping sand was at rear of car, so we didn't get sand in # 45 shut off at car stops, curves, intersections etc. This day shopman Alfred Lunde "conned" for me, PO 227, B-E, regular Fre loop; instead of wying 2 St-2 Av S as instructed, just went around 2 Av S-Wash and north. (This was for leaves, bad on Plymouth and outlying sections of lines; winter sanding was more important in the loop). At 2 AS-W at 302, we went north, Oliver 346, PI 414

FOOTBALL NIGHT SPECIALS, Fri Oct. 6. Henry played Roosevelt at Nicollet Ball Park. For Roosevelt, there were Lake St. Sta. specials lined up on Lake. I was in 1806, my C/R Uherka #1645; PO 855, via Wash-2 Av S-8 St-Marq, arrive Nicollet Sta 928, pull out there about 10; via Nic-Lake-Lyndale-Henn-11th-1 Av N-Wash-Plym etc, 42-Thomas 1057, PI 1117. The cars in order on Nicollet Ave:

2-man 1666 CFO
2-man 1820 CP42
2-man 1790 CFO
2-man 1194 2SNE/--Pullout, note 2-man, to get load and also fill in for next reg. car
1-man 1659 2SNEL/ --To wye at Lowry (late from traffic)
2-man 1806 CP42 --us
2-man 1582 CFO

SAW SNELL AVE DAY RUNS Tues Oct 17, 2020 SA and 2018 SA; noted 299 stuck in corner of repair shops for long time now.

I DROVE SANDER # 18 for Alfred Lunde Wed. Oct. 18. Temp 87 above. PO 1155, to B-E, Fre line to 38th St, coffee there, left 1155, 44-Oliver 208, PI 236. Sander went out later on Penn trip, which was rather unusual.

ST. PAUL WANDERING Thurs Oct 19. Saw 410 train:

1624 HPNSP/
1213 HPM/

Saw PCC on Selby for first time:

2-M 338 TP, with a huge load. Then saw
2-M 333 L/ from Int. line turn, Wab. to 4th, and later
2-M 333 TP Then another "double":
1-M 300 L/ from Int. line, turn Wab. to 4th, and
1-M 300 GA And saw these, 613 at 7-Wab:

1832 HPNSP/
1214 HPM/

Rode home on 1693 SL, over single track on Lake St. bridge.

FOOTBALL FRI OCT 20. Sitting in my 1392 NB at B-E, I saw these turn from Broadway to Emerson, going north toward Henry:

2-M 1828 NIS
2-M 1759 NIS --M/M Bob Schumacher #616

Later, SB on Plymouth, I saw this coming down Wash. from Bdwy:

2-M 1759 4A48/

"U" FOOTBALL Sat. Oct. 21. Apparently all Int football extras were one-man, whether PCCs or buttons; regular Int runs 2-man mixed in. One special NB on Wash tried to turn left at 2 Av N, derailed, held all lines, finally went to North Side. That turn was normal after games, so extras to be EB on Int could be lined up on SB 3rd St. rails until called for end of game.

FOOTBALL Fri Oct 27. This Lake St. car followed us on 1 Av N a bit about 525 pm: 2-man 1639 34W⌿. From Marshall High (southeast) it was returning kids to Roosevelt High, was jammed with kids and was just getting into terrible loop tie-up; for such a roundabout run, buses would have been the thing. 1639's route was apparently Oak-4 St SE-Henn-1 St-1 Av N-5 St and south over whole of 34W line (via 4 Av-Franklin, etc.)

HENRY PLAYED SOUTHWEST, Henry lost, at Nicollet Park that night. I conned in 1806 for William Book #1117. We were 2nd car out of N.S., but pulled around at Nic and left there last. PO 900, via usual route to Nic Sta, left there about 1000, via Lake-Lyndale-etc.-1 Av N-Wash, 44-Oliver 1056, PI 1116. The order of cars as they left Nicollet, all of these 2-man, including final car:

1590 CFO
1800 CP42
1578 CFO
1797 OH --westbound to 50-Penn
1299 CH54 --westbound
1654 CP42
1806 CFO --us
1574 2SNE⌿

I SAW WIRE CAR # 3 Tues Oct 31, while I was having haircut at B-E; it came north on Emerson, wyed out at B-E, went right back south; perhaps was stringing wires on new 7th St. bridge.

SHOP CAR WITH PASSENGERS. Wed Nov 1, I was bringing 1469 from shops to N.S. As I recall there were one or two shop cars ahead of me, all of us must have struck up hope in group of 3 teachers and 14 school kids standing in very cold wind at Marquette-Wash. Seeing my car, the last, also Not in Service, the cop there came out and asked if I would take the group up to Franklin Creamery. I knew we were half-way between the wonderful 24-minute Camdens, so said Yes, and got 17 Nicollet transfers. This was strictly against rules. I told foreman of it; he did not comment, since nothing bad happened. But he would have said plenty if there had been any mishap; not so much for the mishap, but because of taking people on a Not in Service car. This company attitude I could not understand. I wouldn't want people on a crippled shop car, but otherwise many of our "Specials" could have helped out waiting passengers, on pullouts and pullins, a very great deal. I recall seeing 4th of July specials for fireworks at Powderhorn, on ordinary Chicago route, 4 cars, all NOT IN SERVICE on their way south, which no doubt left some unhappy people behind.

Mr. 1/2, in the "Dispatch" drew a forlorn passenger ~~of~~ being left by a "Rapid Transit" "Not In Service" car; item titled
"LIFE AND PUBLIC TRANSPORTATION,
FORCEFULLY COMPARED"

'A "Not in Service" trolley car
Will never take you very far.'

MOST OF THE LAST "BOBBY SIGNALS", center-of-intersection stop-and-go signs, disappeared in Feb and March 1951. Nov 1, 1950, I was conning for Abraham #1511 in car 1395 in the afternoon, when our car brushed and knocked over the sign at 38-Chicago. It lay flat on the street but kept right on working; someone soon set it up straight again. My M/M explained the signs had rubber bases which usually snapped them right back up when they were hit; only a really hard head-on blow knocked them off and broke the base and cables. Once at Bdwy-Penn, he hit one with a snow plow, knocked it down on street, but it bounced back and kept on working. With wider snow plows, on some curves, the men would go out and hold the sign off to the side while plow took curve.

NEW SEVENTH ST. NO. BRIDGE opened for autos Wed. Nov. 1, with ribbon-cutting and other ceremonies. Streetcars did not cross until 1 a.m. lineup early Saturday Nov. 4, when new run pick went in effect (with some reduction of service).

SAND CAR # 18 went out Friday night (M/M 1432 marked up for 8 p.m. Sander) and sanded both rails in both directions, from Plymouth-Emerson south over the new route. These rails had not been used for over ~~axm~~ a year.

FRIDAY NIGHT RUNS had no changes in schedule at all, finished out usual trips over 6th St. The owls were changed some: Winger #1597 and Johnson #1305, the two early owls, made ~~regular~~ reliefs SB at B-E, ran first trips south via 6th, but this still put them on their own regular time at 54th St. to go north via 8th. The "late Fremont owl" (Wild Bill's), on new schedule, would be 1230 car south and 2 a.m. north, but as old night runs included 1230 southbound car, this first night this owl was 1 a.m. SB. Apparently no changes were necessary on schedules of 4 Av. line; owls which went via 8th to Aldrich and returned on the hour, now reverted to former practice of wying at 1 Av N-6 St.

I RODE 1-M 1801 C54/ from Bdwy-Morgan to Henn-6; this was last car over old route, L1233-1237 at Henn-6, M/M Phil Muck #1275.

1-M 1174 CP42, M/M 1657 Grondahl, T1229/1232 at Henn-6, was last NB Penn over Plymouth route. I did not ride.

1-M 1576 CFO, M/M Adrian Myers #1265, L1233 at Henn-6, was last car of all over Plymouth route. I rode, Henn-6 to Plym-Em.

1-M 1655 C54/, M/M Bill Ruzicka #1315, was first car over 7th St. bridge, had about 11 passengers, L1250-103 lineup at Henn-8. I rode from Plym-Em to Henn-8. Joe Flukey #1247 also was riding, had the honor of throwing switch soubhbound at Plymouth & 7th, went home on 1-M 1663 NW (M/M 1567) north at Henn-6 at 101.

~~xxM~~ 380 4A48/ was first 4 Ave. car on 6 St; 1233 at 48 St, owl relief at Lake, where motorette who worked owl took over; north on 6th, wyed at 1 Av N-6 St, south there at 101.

1-M 1667 CFO, M/M John Winger #1597, first car north on the new bridge, L1251/103 at Henn-8. I rode home on this to 23-Em; 41 other riders leaving Henn. The switch at 2AN-Glenwood was already thrown for us. We had to wait for 1210 P41, who had one passenger each for us and the Penn behind.

1-M 1805 CP42, M/M Emil Johnson #1305, T1253-103 at Henn-8, was first Penn over the new bridge.

1559 4AL/ was last car over its old route. It was 1230 car north to Glenwood. Southbound pulling in it used to beat 1 a.m. 4 Av. car, but tonight got behind 1655 C54/ at Henn-8; it got at least three riders there.

SAT. NOV. 4 OVER THE NEW BRIDGE, cars were all tangled up and very late. I worked from 655 a.m.-139 rlf., in 1567. Second trip south in loop I was held up by homecoming parade; starter wyed car ahead of me, told me to wye northbound if necessary. Left 54th ten minutes late, so set signs Dowling, but then lost over 15 minutes more in 8th St. traffic jam, so changed signs again, to BROADWAY. So I wyed at Broadway-Penn for first time ever. Fritz #1227 got out of his bus and set my trolley for me there. Shultes #1281 wyed there twice that day and was still late.

As a North Sider, I considered that sort of wying difficult for a 1-man car; stop, get out front, walk back and throw switch behind, walk back front, get on and walk back to back up, and often repeat whole operation when trolley took wrong wire. But later at East Side, found this was nothing at all, as we did it so often at Eustis, and at Snelling when we got late going to St. Paul and ~~wxxd~~ ran "Fair Grounds". I got plenty of practice half-wying at Como & Snelling (just call me "Fair Grounds" Nelson)

2001 2006 2007 went from North Side to shops Fri Nov 3, to get fixed up for Lake St. and the 34 Ave. line.

ODD CAR CHANGE: In PM rush Wed Nov 8, M/M 1567 and C/R 1261, SB 508 at Thomas, called for car change or said they'd pull in, got new car at Bdwy-Wash, so ran south via Wash-1 Av N-6 St, and missed big loads over on 8th St.

FIRST SNOW Wed Nov 8, fires built in all cars Wed and Thurs. (Some years, a few cars got fires earlier than others and were kept on the owls). One woman in N.S. shops had started a month earlier on big job of washing and putting on all storm windows, starting with pole sides of cars (which was common); at this date, other shopmen quickly helped her finish all. In the spring, storm windows would come off the gatesides first, and last off pole sides which would require screens.

2000s WERE ON 34TH AVE. at least by Fri Nov. 10. Lake St. got ~~Xaxk~~ No Side's 2006 2007, Nicollet's 2008 2009 2010 2011 2012 2013, East Side's 2014 2015 2016. New 34 Av. signs were sewed in their Mpls. sign boxes (which still had old 34 Av. readings.) St.Paul kept their own 2000s going; exception, N.S. 2001, Snell. 2002 and 2004, one each of three "types", were dismantled for parts and burned Dec. 20.

OTHER TRANSFERS began at least by Nov. 14, all part of new assignment dated Nov. 17, with chief object to provide cars for COMO-HARRIET ONE-MAN MID-DAY SERVICE on Nov. 20.

--N.S. sent E.S. 1786 1787 1788 1789 1790 1792 (rec'd in August)
--L.S. sent E.S. 1747 1748 1749 1783 1784 1785.
--L.S. sent Nic. 1639 1640 1641 1642 1643 1644 1647 1648
(Nic lost 6 2000s, got 8 buttons. Lake lost 14 buttons, got 11 2000s, some gatecars. N.S. only lost cars lately received from Lake.)

--E.S. sent 1277 1278 1279 1280 1281 1282 1283 1284 to Snelling according to assignment, but they got sent to Lake by mid-Dec, where I saw a number of 1277-1292 running (Snell and Lake).

--E.S. sent 1285 1286 1287 1288 1289 1290 1291 1292 to Snelling, and Dec. 14 I saw 1287 TM on 5th St. in Mpls.

--Snell sent 1416 1436 1460 1461 1472 1478 1483 1514 to Lake on new assignment, also actually 1418, 1439 same time.

--Having got 1200s, Lake sent 1329 1422 1423 1426 1555 to Snell. storage, the middle three having been put back in service in mid-Nov. on account of transfer of 1-man cars. SEE storage and assignment lists.

NORTH SIDE GATECARS RUN AGAIN! They had gone out of use the day six 1700s came from Lake in August. NOV. 13, with re-transfer of same 1700s in sight, 1381 was taken in house and fixed up, even to painting the doors, gates, bumpers, etc. (Our last farebox reading records for 1786-1790,1792 were taken Fri night Nov. 10.) Nov. 14, 1409 and 1342 were fixed up, next day 1370, etc. However, gatecars didn't actually go out till Wed, Dec. 20, when 1381 went out. 1370 went out Dec. 28; the full list of gatecars for the winter was 1342 1345 1357 1367 1370 1381 1401 1407 1409, all nine finally running on Dec. 29, like a late Christmas gift.

COMO GATECAR DAY FRI NOV. 17, last Como gatecar day runs. I pulled in 8 a.m., had 1200 noon call (for nothing), then 433-650 Fre con, so set out in rush in morning. Saw:

R 1-M 1582 C38/
Saw 379 and 370 on Hennepin, good luck omens.
2-M 1328 OX/
R 1274 CH54, rode H-6 to H-11. Last mid-day ride with gates.
1310 OH/
2-M 1844 CH, had board, "Connects Hopkins"
R 2-M 1300 CH/, rode H-11 to H-W.
Actually many car transfers already effected, few G's out.
1188 CH
2-M 1854 CH54
1268 CH --seen at H-W
R 1691 38C --1137 at ~~Sta~~ H-W, rode to Sta, sat around for two hours on call.

OF PASSENGER HABITS. Working 1-man Chicago PO in AM Fri Nov 17, P641-P800, to south end and pullin via-6th, I confirmed previous opinion of how easy south end passengers were to handle. Made heavy trip during 1-minute service, which in general was 1-man "NW" via-6th cars alternating with 2-man Penn and Fremont via-8th cars. The Chicago Ave. passengers were always set to use the proper door to board. ----My previous observations had been that on Chicago Ave., people were excellent at filling up car by going right to opposite end they had got on at. For instance, I have mental picture of being on ding-ding end of old gatecar, stop by stop filling the seats along Chicago Ave., till we got first man who would have to stand; automatically he went right to front end of car, grabbed the farthest forward strap with one hand and got his newspaper set to read with the other. Penn & Fremont north end people were quite different, and you couldn't pack the cars so well; first standing would hang on to first double seat he came to, and like as not no one else would walk past him. Loading big loads downtown, outbound, going south I wouldn't say a word and those people would fill car right to the front; going north, I'd holler and beg and plead for them to move up, and usually it didn't do any good.

NEW STARTER AT BDWY-EMERSON for the winter, Francis McLellan #1387, got a day's training there Wed. Nov. 15. I wish I had got started on that instead of the old cashier job, but never asked. Anyhow, every single fall that I worked, as the days got crisp and you could feel the snow in the air, I got an uncontrollable longing to be handling cars from Bdwy & Emerson. All my life I wanted to drive a streetcar, but the ambition which seemed the pinnacle of everything, was to be starter at Broadway & Emerson. And did I ever envy whoever got put on that corner!

AT LAKE ST. TUES NOV. 21. Went over because in the morning I had spied 1426 SL/, and till this they had stored all gatecars. I found 1418 1422 1423 ready to go out, and 1439 on same track, though still with Snelling signs; fires being built. So 1418 and 1439 came to Lake before any of the other eight which were on assignment for transferring; those two had not been on assignment. to go to Lake. ALSO SAW THE 2000s here; they had already been out a while on both day and night runs, even on 1 a.m. baby owl

FOUND SCRAPERS TAKEN OFF CARS by Mr. Green, noticed during first good snow on Sat. Nov. 25.

OUR 1357, STORAGE GATECAR to be fixed up, went to shops Nov. 21, came back Dec. 2.

SAW 413 GLENWOOD coming from wye at 2 Av S-2 St on Tues Dec. 5; he went up 2 Av S, then turned north on 5th, then 1 Av N, probably south again. Later I saw G4A cars use that wye some more, sometimes in order to skip either end of line, or perhaps above car skipped a whole round trip (which wasn't long on G4A).

SNOW STORM Rxx Tues Dec 5, I had two mid-day fillins to Fort Snelling, both in 1480. (Had learned Fort Snelling line Aug. 23 by riding a trip to south end, for which we were paid, in 1596 with M.1245.)

AT FORT SNELLING that day, I saw Snow Plow # 79 back up there as if to wye out; then it kept on backing all the way down the Fort Snelling dummy line, which it plowed going forward on its return.

1554 TO MINNEAPOLIS took very short loop Fri Dec 8, when lines were all a mess; up on 5th St, it turned east on 2 Av S, to Wash, and back to St. Paul.

EMERGENCY WYE for late Chicago Ave. cars was now available at Glenwood and Aldrich, and notice Fri Dec. 15 told men to watch NB switch at 2 Av N-Glenwood. On one mixed-up Saturday the following winter, I tried all day to get starter to wye me there, but that nasty man would not. MON. DEC. kk 18, N.S. GOT REGULAR ALDRICH PULLOUT, attached to a night run;xhiskxIxworkedxfollow PO via Wash-1 Av N-Glenwood to Aldrich, south Glenwood to 2 Av N to 8 St and south on Chicago. I worked that the next summer.

WASHBURN LOOP WIRES CAME DOWN, I noticed Dec. 17; probably it was done right after 19 Ave. wires came down. # 13 hauled away poles from that work. Most Broadway tracks were taken out on the east side; new curves laid for GMs at Broadway & Monroe

N.S. GOT 34W PULLOUT Mon Dec 18, possibly Lake St. got short of men. PO 435, Henn-5 450, south end to 54-34 and pull in. We still had plenty of Via Franklin boards lying around. M/M 1367 got the pullout, used Chicago "Emergency" transfers, and I watched him pull out in 1652 34W/.

ACCIDENT TUES DEC. 19, auto drove into 1172 CF44 turning 6 St to 2AS. They had to wait for ambulance and cops. We came up 2 Av S from pulling out (me conning for 1367), in 1666 CFO, with 1172xSR Penn behind us. Inspector Si Hawes was there. G4A cars held both ways. After a while I suggested us Penn-Fremont pullouts tunn up 6th to 1 Av N to 8 St, but he said no, and soon traffic behind us was backed up to the postoffice, and so Bloomingtons were tied up When the long delay was at last cleared, he made up into a CF36, with 3 Penns behind! At 36th we still had 40 people on, so M/M called me up front and we decided to go to Oliver anyhow. It was fully five minutes till another Oliver got out there. So I didn't think so much of Hawes after that, as an inspector.

1626 L west on Henn, Dec 21, turned on to 7 St, then went east on 1AN. Loader at H-7 helped throw switch, and moved about a hundred people back from safety zone, clear of curve. SO THE WORST WINTER WAS STARTED. To help, Selby night runs went 1-man Dec. 30.

STREETCAR COUNTING -- GATECARS, 1950 --AND 2000s

1- 5
1347 CH⌿

1- 6
1376 EMS⌿

1-25
1285 CH⌿
1355 L (Int)
1290 EMS⌿
1279 CHOP
1290 CH54
1347 CH50
1289 CH54
1282 CH⌿
1376 CH54
1254 CH
1273 CH⌿
1277 CATE⌿
1278 FG⌿
1269 CH⌿

1-26
1483 TM

XXX
1-28 odd Sat.
Carnival Parade 2-27
1254 CH54 dr, 1348 CHOP
wyed Rice-Univ.
1286 CTML⌿ dr,
1st through on
Wab.after parade
1287 CH⌿ dr
1273 CH54⌿ dr
1278 CH⌿ dr

1-31
1338 SL⌿

2- 1
1279 L (Int)
1423 SL
1335 SL⌿
1555 SL
1351 SL
1457 SL
1483 TP
1416 TP
1369 SL⌿
1459 SL
1340 TP
1339 SL⌿
1335 SL
1369 SL
1427 SL⌿
1460 TP⌿
1339 L22
1436 SL⌿

2- 1 (cont.)
1429 SL⌿
1460 TP
1472 L⌿ (4th)
1483 SL⌿
1426 SL⌿
1291 CH54
1436 TP
1429 L22
1472 SL
1478 FG (Sn.
car FI on Como)
1483 TP
1416 SL⌿
1341 SL⌿
1426 L22
1288 CHOP
1423 SL⌿
1555 SL⌿
1341 L22
1416 TP
1351 SL⌿
1404 EMS
1419 SS
1290 CH⌿
1280 CH54⌿ nr

2-28
1514 SL
1288 L⌿
1461 TM

3- 1
1355 CHOP
1419 STS⌿

3- 6
1418 TM
1472 TM

3- 9
1419 TM

2- 1
2000 GA
2027 GM
2030 GA
2028 S⌿ on 7th
2029 TSO⌿,
7th to Robt.

2- 3
2015 EMS⌿

2- 8
2008 GM
2016 GM⌿
2015 GM

2-14
2014 N32

2-16
2024 SA⌿ dr
2002 SA dr
2026 SA⌿ dr

2-27
2015 GM
2009 GM

3- 7
2015 EMS⌿

3-8
2014 GM

3- 9
2012 GM⌿

3-13
1418 SL

3-22
1418 SL

3-23
1439 SL

3-24
1348 CHOP
1254 CH
1419 TSP⌿
1351 TP⌿

4- 3
1436 UTS⌿

4- 4
1461 SL⌿
1436 TM
1403 SL
1418 TM

4- 5
1419 SS⌿

4-11
1376 L (Int)
1416 TM
1514 TM

4-20
2005 SA
2029 GA
2027 SCP⌿
2030 S⌿
2028 SCP⌿
2000 TSO⌿ 7 to R.
2027 TSO⌿ 7 to R.
1279 CH50
1270 CH54
1281 CH50
1404 CHOP
1267 ICS
1271 CH54
1269 ICS⌿
1283 CH
1291 --
1340 SL⌿
1472 TP
1423 SL
1426 L22
1427 L22
1483 SL
1460 SL
1340 L22
1429 SL⌿
1403 SL⌿
1369 SL⌿
1429 L22
1276 CH50
1282 CH54
1348 EMS
1272 EMS
1281 EMS
1274 CH54
R 1290 CH54 nr

4-24
1472 TSP⌿

4-28
1478 TM

5- 1
1483 CL⌿

5- 8
1478 SS⌿

STREETCAR COUNTING -- GATECARS, 1950 & 1951

5-22
1436 TSP/
1478 SL/

6- 6
1436 TM

11-1
1285 N32, WB
6-Marq, picking
up regular load
on way to Nic
Sta for football

11-21
1426 SL/
1272 CH50
1423 PO on SL
1418 PO on SL
1276 CH50
1273 CH/
1272 CH/

11-24
1423 SL/
1271 CH54

11-25
1422 SL/

11-28
1268 CH50

12- 1
1276 CH54
1439 SL/

12-14
1287 TM

12-15
1439 --/ on
Franklin at Ch,
football

12-22
1285 STS/
1278 SL

1- 4
1292 SL

1- 5
1284 SL/

1-12
1291 TM
1267 CH54
1416 SL
1289 SL/

1-29
1376 CH50
1271 CTML on 1AN

1-30
1284 L22/
1289 STS/

1-31
1284 L36/

2- 5
1287 STS/

2-12
1472 SL/
1416 TP/

2-13
1254 CHOP

2-26
1401 NW/ -on
434-534 Penn,PI
from Dowling,
starter sent
them Loop at B-E
and north to
Camden A/C trouble
on M'haha line.
Above PI 618 PM.
Other 2-man cars
did same. 1401 got
70¢ & 3 tokens.

2-28
1286 TM a.m.
1286 TM p.m.

3- 2
1288 TM

3- 6
1283 SL/ dr

3-12
1355 CH50

3-15
1273 CH54
1268 CH50
1274 CH
(R1776 SL/ 2-m),
about 320 met
6-car string:
1439 SL
1282 SL
1416 SL
1288 SL
button SL
1436 SL
(Lake even day)
Northbound on
Snelling Ave.
with students:
1292 NIS
1461 SL
1286 SL
1277 SL
1281 SL/
1376 CH54
1288 SL/
2-m 337 CATE)f1.
1274 EMS/
1268 CH50/
1273 CH54/
1347 EMS/
1483 SL/
1287 SL/
1279 L22
1461 SL
1416 SL/
1483 NIS on 4
1287 STS
1416 SL
1276 EMS
1290 TSP/ at
7-Wab, Gs. "CL";
talked to starter,
chgd. both signs
to UTS.
1280 L22

3-19
1268 L (Int);
trolley wheel
lower than bulge
in pole, couldn't
get wheel on wire
under viaduct; I
walked it through
viaduct & went
back to own car.

3-21
1439 TSA/ dr,
pulled in to Snel
to wye out 2 p.m.

3-26
1701-1287 SL/ (am
both with loads a
Chic.Av.,1287
pushing 1701.

3-28
1355 CHOP
1286 NIS,
NB on Snell.

4- 2
1289 TSP/

4-11
1483 SL/
1439 SL
1439 SL/
1514 SL
1483 SL

4-24
1348 CH/

4-26
R 1278 SL/, Snell
to 7 Corners.

4-24 long-time
bus drivers learning
streetcar for
combined extra
board, in 1401.

5-29
1460 SL dr
1278 SL/ dr

1-7-52
1284 TP/
1-25-52
1280 SL
2-4-52
1278 SL/
1280 SL
1281 SL
2-11-52
1277 SL
1284 SL
1282 SL
2-29-52
1280 SL
1282 SL

1952: 5-25 1348 EMS/ 6-11 1287 STS/ 6-27 1483 SL/

HOW EXTRA NEW YEAR'S SERVICE ENDED. On New Year's Eve, the company had always extended most of the night run service to 3 or 4 a.m., with conductors to 4 a.m. on regular two-man lines. This year, New Year's Eve was on Sunday the 31st; company decided celebrations would be on Saturday the 30th, ran late extra service that night (though 1-man on CPF), no extras at all on Sunday night. As it turned out, New Year's observances were split between the two nights, so loads were not heavy either night. But on Sunday night there were many church services for one thing, and while cars were not overloaded, some people (a lot of people) must have had near-hour waits. From the light loading of Saturday night, the company decided never again to run any New Year's Eve extras, so the following year 2 a.m. cars were overloaded and had to leave people behind.

I STARTED MY WINTER NIGHT RUNS, RUN 60 CPF, Sat. Dec. 30. Had only drunk of the two nights, an Irishman who boarded at 640 p.m. and wanted to kick off all the Polacks. Of changed night runs:

	NB H-8 Usual		NB H-8 Sat. (Extension of night runs)
	1157 Fre	--	1157 Fre
lineup-	1206 Fre	--	1204 Penn;M/M 1437 didn't know of chg.,was Fre
" -	1206 Penn	--	1212 Fre; my car 1677, was 3rd Fre in row.

Sunday night I worked in 1802, pulled in 1154 p.m., inspected beautifully-painted gatecar 1407 on 18 track, new job, as the station shops blew their whistle at midnight. Walked to Bdy-Em, saw SB Fremont at 1240 there had seats full, thought of people who just missed it and could now wait an hour.

WELL-TRAINED PASSENGER. I loaded my 1589 Fremont NB at Henn-8 at 1012 p.m. and closed the doors. I noticed a girl come over to the corner and wait there, looking at my streetcar. Then I missed next light to wait for streetcar just arrived on Hennepin, and she got on the car, and said she hadn't tried to before because she often "felt so foolish" when motormen refused to open door a second time. (Sat Jan 13)

OPERATIONS. Jan. 5 in 1176, fifteen below, pulled out SB instead of 712 pm relief for 2/2 of run; then at Thomas, car 1653 was dead in wye, so I left there 905 ins. 849, wyed 38 St, ins. 48th 947.
--Sat Jan. 6, fifteen below, 1196 was pulled out for me at 500 pm relief, with the heaters off, no door split, sand hose B.O., no fare box light; so I made first trip to 54th, then pulled in 645, (missed Oliver at 655), pulled out good 1652, except I had to shovel myself some coal first; got out 724, went to 38th, ins. 54th at 759. That Saturday, North Side had over 40 bus changes, mostly gas lines freezing.
--Wed. Jan. 10 in 1201; 48 & 54 St. cars had same amount of time to make south end; I followed McGhan #1627 one round trip, then on my own (1st time so) I had him wye at 48th ins. 54th, I made his 54th for him, 944 there, instead of my own 48th. Ditto Jan. 12 in 1397, had M/M 1107 wye 48th, I made his 54th,948 (4min.late)
--Jan. 11 in 1590, my car 2 min late at 702 relief, from B-E to 54th St. got $12.76 & 56 trfs. (145 riders), strain too much for farebox, it went B.O. and I got a new one brought out.
--Sun Jan. 14 in 1588, held by leader's accident, wyed at 38th, ins. 48th at 642. Standing in the wye at 38th several minutes; woman on corner finally mustered courage and came out and asked, "Does this go to 38th and 13th?"

'TWAS FIFTEEN BELOW, BUT SUNNY, Sat. Jan. 27, so after my day run in 1791, I went riding and visiting at East Side and Lake St, and visited C & A down on Dartmouth, and had triple treat at Bridgeman's near "U", and took first ride ever on Inter Campus, round trip in 1266 (C/R 593). Saw Nic's 1250 & 1252 at E.S. (Borrowed).

GOOD NIGHT RUN SERVICE. Mon. Jan. 29, I was waiting for my car, to make relief NB CP at B-E 744. Nothing came, due to bad accident at 33-Chicago. Naturally there was a bad delay, BUT nothing at all was done to straighten it out. At 802, car went south from Penn, and then there were no cars on either north end. I called station to send me car, they brought 1589 at 809, I went south to 54th from B-E, as instructed (no time to make Thomas; to 54th was extra, I was scheduled to 48th but was 8 min. early). At 7th & Aldrich I met overloaded Penn, a fillin, the only one sent out. --Behind me SB had been a store pullout that wyed at 48th, and went north ahea of me. We did not meet a southbound until 22nd-Chicago. --I went to Oliver, left there 956, didn't meet a northbound car till I got to 1 Av N at 1017, there were 5 cars together CF CP CF CP CP. --I left 54th at 1051, met a car OK at 49th, then didn't meet one until 9th St. So for delay at 715, cars were NOT yet straightened out at 1130 pm. That was how the winter went; things just went any old way, there was no one in charge to make any special effort --Feb. 6 in 1172: my last trip was H-8 1221 to 48th, lineup car, and I was often disgusted to have to put people out at 48th on cold an windy nights (next car 15 min.) One night took two riders out to 54th as it was very stormy, got into station on time anyhow (Feb.6 in 1172), told about it in office, night foreman said I shouldn't have done that, making unscheduled mileage was as bad as skipping mileage without permission.

OF BUILDING FIRES. I had almost perfect success on night run this winte Gave coal a chance to burn before throwing more on, coal would throw heat best about two hours after it went in stove. Throwing shovel of snow on fire was very good, in a minute the steam would clear up anything that plugged up the heat pipes. (Salt was also very good.)

SAW 2006 34/ turn 1 Av N EB to 5th St; I was behind it on 1AN, pulling in V-6. Both 28 Ave. and 34 Ave. lines, when they ran Loop via Franklin-4 Ave., often "short-looped" 6 St-1 Av N-5 St instead of going to 5th & 5th.

GATECAR 1381 was very fast for a gatecar, and the controller fed up fast and also rough; but the resistance in the cab did not throw very much heat, and I wondered if these things were connected. --Many gatecars were pulled into the house each night, and it seemed their regular repair at N.S. was at night.

ODD SIGN seen on Lake St. Mon Feb 5: 1541 SNELLING STATION/(not STS).

"CANDY LADY" rode with me several times on night run, from Nicollet to 16-Chicago; she always gave the motorman a candy bar. Man who got on at 2nd & 6th in evening (SB) always laid a new pencil down by the air valve; I got quite a collection, all lettered "First Federal Savings & Loan Assn." One man handed me a cigar with his transfer.

WITH PERFECT 1469 Feb. 7, I finished successful Winter Night Runs, which always seemed like a milestone, and the walk home at 2 a.m. was very pleasant.

A PUZZLE IN WYING, Mon.Feb. 12. Gatecar 1381, to 48th on the 420 PO, M/M Carl Johnson #1411, went dead SB at 26th & Chicago. The next car, 1780 C38/, coupled up to it and pushed it out to 54th St. to get it out of the way (M/M of 1780, Paul Higgins #1445). 1780 then pulled 1381 back north to the station; I met them as they struggled up the hill at 50th & Chicago, with several cars behind them. HOW DID THEY WYE OUT, so 1780 which pushed 1381 south could be pulling it north? (Answer next page). I spent an awfully long time trying to figure it out, and finally got it. Mike the night foreman could not figure it out, and M/M 1177 could not solve it while we were at coffee. Paul Higgins, who did the operation, said that it afterwards bothered him throughout the whole following night.

BASKETBALL Wed Feb 14, two extras 201 Fre now 1-man, from Oliver, via Fre line, Bdwy-Wash-2 Av S-8 St-Marq-Nic-Lake-Lyn-Henn-11-1AN-W, PI.

2000s ON 34A line, pulling in RIVERSIDE TO LAKE after morning loops, had to pullin with blank signs; Fri Feb 16, I saw 2007 blank, on Wash at 2 Av S, picking up passenger.

DEAD 1688 NIS (of G4A line) seen blocking traffic Sat Feb 17, parked on 2 Av S just east of 6 St. intersection. Often crippled were left standing on EB rails in that block, and I have faint recollection of putting own crippled Chicago there, or of pushing car there off the main line and then leaving it.

I HAD PERMISSION TO WYE at 48th instead of 54th (1210 there Sat Feb 17 in 1394), but"Oklahoma" #1639 got ahead of me at B-E off Fre, and flew so fast that I made up lost time, and went to 54th with C48 signs.

OWL JOHNSON #1305 gave me what he called "inside dope" on Lake St. M/M who committed suicide in Feb. Old-timer had worked "Kenwood" (East 25th) owl many years, got bumped last fall, picked the other E25 owl. The man who bumped him then had only son killed in Korea, quit job, took wife to California. Old-timer then asked if he could have that owl back; he was refused, and got so mad he got heart attack, and was off sick from then until his suicide. He wanted that owl so bad because it had more time in it.

I GOT FORT SNELLING NIGHT RUN Tues Feb. 20, and really got to like the line, which was first I drove with right-of-way. Pulled out 6 min. late as sand boxes were empty, got cut out at 2 & 3, both cars had to pass up heavy loads; I wyed at Loop instead of 47th. On three night trips to Fort Snelling, my car 1652 once again met its old Duluth buddies, 1520, 1709, 1631, 1709 again. --Same run, 5 p.m., I met 2012 blank northbound on 27th, turned on Lake to pull in.

BAD FOG Fri Feb 23; M.1367 on 554 Snell got 12 minutes late SB from fog. I pulled out 612 a.m. in 1676 NB Fremont, conning; my M/M Jack Englebert #1523 couldn't see on account of headlight beam in fog; I turned out half of lights, so we couldn't see dimmed headlight, and then Jack could see quite well.

I DROVE SAND CAR # 18 Fri Feb 23, PO 1015, to B-E, 38-Chicago 1200, to B-E, PI 1220. Nicollet's # 14 was at N.S. filling up with sand.

OF A STRING OF CARS SAT FEB 10: Penns held at Lowry by parked auto, Hogan inspecting at B-E. 356 there off Fre, to 48, was OK. 404 there, off Fre, was OK, was a 48 but was sent to 54 and told to wye at 44-Fre NB. Then late Penns came: 352, to 48th, wyed at 38th, got on time. Next car 400, 9 min. late at B-E, to 54th, told to wye at 38th. Then my car 1589, 408 to 48, went through, got held by two cars wying at 38th, was supposed to go to 48th & come back to 38 four minutes ahead of car who wyed at 38, and do this with leader (who made extra 54) missing all the way north. So we had long string of cars going north.

RARE SCENE Fri Feb 28: 1776 46TH-CAMDEN on 6th St, arriving at 4 Av with a standing load.

I DROVE GATECAR "NIGHT RUN" in snow storm Fri March 2, with C/R Uherka #1645. HAD CAR 1345. North at Henn-8 at 651, a Penn; were on last trip, a bit late. On Broadway, at Penn, a semi was stalled and just couldn't get any traction, and we were blocked there so long that we left Thomas (to pull in) one hour five min. late. There was one car ahead (1349's car) which pulled in. At B-E at 845 pm, we told Mac the starter that we would make fillin, since he would need to wye out some of cars behind us. So we went to 54th, and got a big standing load. Out on Chicago Ave. we caught M/M1295 in a 1-M fillin to 54th. (Had to clean switch at 4 Av behind a snow plow). There were no cars behind us going out. We left 54 St. at 950 pm as a "N WASH", and didn't meet a car till 29th, where we met 1390 C54/ at 1011. Next we met was 1222 C38/ at 16-Chicago, M/M1243 SB there at time he should be at Olson going north again. Snow plow #30 was in the hole at 38th; we saw #80 go west on 2 Av S. The switches everywhere were covered up by snow, and on 6th, I started turning down Marquette! So we got to the station at 1125 pm, instead of 735, and I had had my dream of a gatecar night run.

FROST SHIELD NIGHT Sat March 3. As usual by this time of year, most of the frost shields on the cars had done their winter's duty and were cracked or lost or steamed and clouded up. But cold weather continued, with frozen windows, and I had seen night run & owl men driving with just the tiniest peep-holes to see through. I had night run, cars were screwed up, for 445 relief, car 1200 was brought to me from the station. It had no frost shields, but windows were clear at the time. --I was 510 at Oliver, left 5 min. ahead, stuck by parked autos before getting to B-E. --Left 54th 630 instead of 613 in string, going Penn. Had 2 riders at B-E, put them on Penn behind, and I and M/M 1683 ahead of me wyed at B-E (crossed north on Em, backed onto Bdwy), went south at 727 there on time (missed Thomas 713). --OK at 48th 817, held by parked autos at wedding at church at 39th, so 18 min. late at 38th. NB on Fre with fair load, front windows started freezing. This was winter of record snow, and pedestrians were ~~wk~~ walking in streets a good deal, and I got nasty thoughts of long statistics of dead and injured; I didn't want any such on my record, and especially didn't want to hit anyone and say I didn't SEE them. So at Oliver called up Harry, was so late (949 ins. 911) he said come loop via Wash (skip 54th at 1006), get car change at B-W. I asked for car with good frost shields, at 1015 at B-W got 1576, which I then found had two terrible spots in frost shield, so I had to crouch down to see out at all, and had a headache within 2 blocks. Stalled turning from Wash to 2 Av S, waited long till 2 cops came, they said "All right boys" and about 20 of the "boys" who were on that corner shoved two parked autos forward so I could go. --At 2 & 6 I called up about the frost shields. --M/M 1683 followed me from wye at 2 Av-2 St. At B-E there was a car for him; his 1586 had no fire and went in. Behind his car from Sta. was car 1222, but not for me; shopman in it came over with knife and ripped off my clouded frost shields --I asked, "What if it freezes over?" and he said "What's a matter with your eyes? You better have your eyes examined." I also made remark about company having $60,000 profit the month before, which was in papers, and not being able to afford frost shields. I told shopman I would pull in from Thomas. And I did, left there ~~10~~ 1127 instead of 1104 as a "N WASH", so missed trip (1156 at 48th). --I pulled in 1150, and went out to look for a car with a good frost shield. Looked at the front car on every track, and the only OK's were a car on 3 marked up for the owl, and gatecar 1345. So told night clerk Harry Dean. He went out and had them move a car off 1, and pull out 1586 for me, with good frost shields. I looked and saw it was car which just pulled in at 11 pm with no fire, so wouldn't take it, couldn't get an OK car, besides having missed 48 St, I missed 1221 car at Henn going Thomas (to PI 103); I took owl home and lay awake long thinking of all the safety talks I had heard.

Monday I got the works from Syrdal the foreman. He was mainly shocked that he was such a bad judge of my character, he had got Callaway to put me in office because he thought I was straight-shooter, Gilyard was shocked that there were no Fremonts from 1206 to 1236 a.m. (Ha!), I could go a trip without a fire, as for frost shields, they didn't used to have them, the old timers used to go out with a bag of salt and a razor blade, Gilyard said they couldn't afford better equipment all at once; and he repeated three times that Gilyard had said, "If he's not satisfied with the equipment he'd better start looking for another job." I said that I was partly in the wrong, but didn't qualify the statement much, as you can't argue with a tyrant, and Syrdal was strictly an old-time tyrant, except that he was very nice when he wanted you to do something.

Now I finally made up my mind really to quit, but to pick my own time to do so, which would be soon.

The winter had been very bad, snow and parked autos the worst culprits, and an hour between cars in the evening was very common on Penn and Fremont. The winter must have been very frustrating for supervisors like Gilyard, and when he heard what I had done, my guess is that he thought here was a case where he could blame someone for the poor service out on the line.

I think safety is a good fifty per cent "seeing"; first being physically able to SEE every situation that can cause an accident, and being alert so that it can be seen IN TIME; and then the rest is to have the proper control of a vehicle so the possible accident can be avoided.

STALLED FOR THE ZILLIONTH TIME by a parked auto (Mar 5), when it was suggested a couple of us should shove it out of the way, my motorman Coder #1675 said, "I didn't hire out to be a tow ~~km~~ truck."

BUT WE DID MOVE the car over later, and proceeded on our merry way. Afterwards I learned that when M/M 1367 pushed a car and got his foot run over (in Dec), the company doctor said it was his own fault, as he was supposed to stay in streetcar and not be out pushing cars.

CIRCUS CARS MON Mar 5. Four NS cars pulled out 240, went to Nic Sta, left there as Penns and Fremonts, loaded up at circus, ran Marq-8 St-2 Av S-Wash-Plym. to Emerson. There the whole of the curve was frozen solid and they could not get around, so they dumped off all four big loads, went to Sheridan, three looped and pulled in, M/M 1367 was sent south to 48-Chicago, 530 at ~~k~~ 1 Av N-Wash, up 1AN to 6, got to 6-Nic by 610, pulled in 730.

FROZEN SWITCHES & THE PENN OWL. On Wed a.m. owl Mar. 7, Woidela #1249 was on Penn owl, which from 2 to 5 a.m. lineups ran Bdwy-Wash-2 Av S-5 St-1 Av N-Wash-Bdwy. This morning, going down for 2 a.m, he found switch on Wash at 2 Av S frozen solid. He backed across Marquette, went Marq to 6 St to 1 Av N; he called Station, who called Nicollet, who said Emergency Truck would go right out and fix it. Assuming it fixed by the 3 a.m., Woidela went down there again, found it still frozen, backed across Marq, up to 6th, etc; called N.S. again, who called Nic, who said the crew were out. So for 4 a.m. Woidela went down to 2 Av S again, it was still frozen, so he backed across Marq again, went 6 St again, etc. (usually getting behind Nicollet cars on Marq at 5th); and at 5 a.m. he just went Marq-6 St without bothering to try 2 Av S. People kept calling the station to ask where the Penn was, and Hess at the station, expecting switch to be fixed, kept on saying Penn would be there on 5th St. ---Previous winter, SB switch at Bdwy-Wash was frozen one night, Woidela had to go up to 26-Wash to wye on three trips southbound, and had similar trouble to get anyone to fix switch.

ON 530 CALL Tues Mar 6; 2-piece run was known open because its driver (#1655) was working owl that night. Hess was in office, and did not work things same way as Syrdal did, the morning I was first call man and couldn't get out of a run. First call man this day was M/M 1367 at 500 am, who got the 633 Fre stub when no one showed up for it. The two-piece run went out at 735 and got kept for second call man, me. Next day 1367 got 1-piece run 3 Fre, I got pullouts; I was quite satisfied that way, but wondered why Syrdal was so stubborn the other time.

OPERATING. --Tues Mar 6, parked auto troubles, etc. I let con off 946 SB at B-E, then stood 8 minutes behind oil truck making delivery. Mac the starter decided then to pull out my NB 1112 CP relief, I went to 54th, 1037 ins. 1032, went extra to Thomas 1150 pulled in 1217. --Same day, from circus, saw E.S. car 1687 EB on 2 Av S, no doubt going to Col. Hts. ---Interurban going short loop now often went north on Wash to 1 Av N; 3rd St. was normal for their short loop, but no doubt they got stuck by more trucks on 3rd. ---OF LONG-LINE SERVICE. People at 54th had complained so much of bad winter service, that office got orders not to wye out any 54th St. cars; they always went out no matter how late, and then missed north end trips instead. (People on north end didn't write complaining letters to company; they just bought automobiles.) On night runs Wed Mar 7, both M/M 1437 and 1627 called up, very late southbound, but Mike (night foreman) made them both go to 54th (right together), both missed north end trips, 957 Fre and 1004 Penn at Henn-8. Mike got me to PO 930 to fill in for the Fre. I went loop and at 2 & 6, saw earlier cars go north, M/1419 went Fre 10 min. late, M. 1689 went Penn 12 min. late, I waited a bit more and went Fre about 1006 at Hennepin. Pulling in off Fre, I brought down passengers who caught M/M 1627's C48/ coming up Broadway to go downtown. --Auto parker claimed he had been scraped by streetcar, shop foreman said he found maroon paint on 1683, they found last man who drove 1683 and blamed him, made him write report; later two trainmen looked over 1683 and there was no maroon paint on it. Another motorist complained to an M/M of a scraping, that M/M hadn't done it, but to assist company he made report of incident, then company tried to blame the M/M who reported it. And there were other such cases during this lovely winter.

CIRCUS SPECIALS ON THE 4TH AVE. SIDE, Fri Mar 9. N.S. sent out two cars PO 320, first one to be a 34 Ave, then me in 1673 to be a Fort Snell. car; another 34A was wanted but they couldn't round up another driver. We went NIS IN SERVICE via Wash-1 Av N-6 St -4 Av to 11th, wyed about 340, backing in on 11th. Pulled across to far side of 4-Grant about 402 to load up. [illegible] First to load were 3 E.S. cars that had come from Glenwood & Aldrich:

1794 NIS/ (possibly E25S)
1844 P45/
1850 BCH/ (to 54th, got terrific load at Lake-Bloom)
then my 1673 MF/ (card in window, 54 TO 47)
then reg. 4A38/, then from wye behind me,
1585 34W/
2015 34A54/ (only Lake St man available, a bus driver)
(three SB 28 Av buses also loaded)

I left about 410, via 4 Av-Franklin, Bloom, Lake St. Held by train at Hiawatha. At Lake-27th, first I couldn't turn on 27th because of two NB FSW cars (no clearance either curve). Westbound SL crossed and stood alongside of me, couldn't go west because autos behind me were over center line, and I couldn't turn on 27 as long as SL stood by me; finally got away 447, five minutes just on account of N-C curves. I went to 54-47, set signs "NW", followed Loop NB who got soaked; some people waited for my car, said they had waited 30 min. and wondered if we had poker game at end of line. One FS had followed me south; going north, didn't meet a SB car till we got to Lake, then met FS MF MF MF FS. At 27-Lake at 522, starter asked me to go Camden for fillin, so I did. Got in jam at 4-Cedar, bus had broke down, dumped all passengers, was getting pushed inch by inch by following bus, all traffic in one lane holding seven streetcars. Henn-Wash 547, Camden 608, PI 616.

WINTER RUNNING. --Mon Mar 12 had night run in 1678, all 1-man due to "shortage" of conductors. PO 448 and went loop, NB Fremont 509 H-8, left there 527. Had about 7 Penns ahead of me, all Fres from south end were late, and I lost temper at B-E when one person got off and about 50 more tried to get on, and many sneaked in back way. Other Fremonts were now behind but I couldn't shut doors and had to ask starter to make some people get off. So crowded it took 2 or 3 min. at any stop for anyone to get off; about 10 people had to step off to let them out, then all get on again. Got back to B-E 628 instead of 606, starter (Mac) did razor-sharp calculating and said go 38th (ins. 54th), I was still 5 min. late at 38th, Fre again, again couldn't get everyone on at B-E. So next trip Mac had me skip south end (54th) Loop via Bdwy-Wash; looping behind me was car due north at H-8 857, I was due 919. Kept going on account of him, cut out store pullout coming from station; and from 2 & 6 [illegible] saw four Penns go north together, the first one over an hour late, I tagged on, store PO behind was also Penn, we caught two more store POs and there were eight cars in row going Penn, of which only one wyed at 38-Penn. I left Thomas 1012 ins 949, wyed 38th ins. 1047 at 48th.

ABOVE EIGHT PENNS IN ROW on Monday night service is classic example of how well everything was organized. There should have been starter at 2 & 6 to send a couple cars Fremont, though no inspector I knew took trouble to switch cars like that (Krause #1567 might have but was fired from starter job.) All lines ran the same; when Comos got late in St. Paul, there'd be five Oaks in a row, then the five Comos come through, last three usually empty, maybe looking at a hundred people on every loop corner waiting for Bryants that didn't come.

CARS SEEN. Mon night Mar 12, 850 pm on Wash at 2 Av N, I met Plymouth with normal evening Plymouth load, but with odd signs:
1229 E25S (northbound)
--In St. Paul Thurs. March 15:
412 at 7-Rob, train 1241 HPNSP⌿
1218 HPM⌿
and 2025 SCP⌿
1517 HC west on 5th
1531 HC west on 5th, turn to Wab NB (elec. switch)
2-man 1523 HC west on 4th, north on Wab.
and 610 train, 1811 HPNSP⌿
1240 HPM⌿
and 1768 L⌿, which went 9th to Wab. to 7th (Dul. car)

COMPANY HAD PENALTIES when men ~~and~~ didn't perform job as they should, but sometimes probably company hurt itself more than it hurt the men. I think there is psychology in it and so I can't say much. What methods should be employed to get ~~gx~~ such discipline in the operations as the company might wish? To illustrate first sentence, of the company (or really the public) getting hurt in the end, one motorman I worked with near this time had had his Saturday run changed, WAS NOT TOLD ABOUT IT, ~~and~~ didn't come on time, and was "scratched" (lost his run) for two days. But he told me later that he had made up all of the lost work by pulling in late! I think this man had been unjustly penalized, but supposing that he should have really been penalized, who suffered the harm from that penalty?

SNOWJOBS. --Sat Mar 24, was to make rlf. B-E NB Penn at 113, it didn't come. The 117 Fremont came first, at 130, with no one to relieve it, so I took that car 1593. Went to Oliver, left 153 (ins. 138 at Thomas); skipped 48 St trip (237), was sent to wye at 2 Av-2 St and come right back, so left there at 239 (14 min. early), went Thomas, arrived 315, had layover to 338. South to 48th, more parked cars, wyed 451 at 38th ins. 437 at 48th; to Thomas, and pullin 607 instead of 549.

--ALL SNOWFALL RECORDS for Mpls. were broken Easter Sunday March 25; an extra half inch fell March 31, making ~~85~~ 85.5 inches for season; record before was 84.9 inches in 1916-1917 winter, average was 40.5 inches.

--Roder #1601 was off tracks on Thomas Mon Mar 26, last trip.

--RAILS SPREAD ON 44th near Humboldt Tues Mar 27, station sent Hanly #1207 up to 44-Fre in his auto to see that all cars wyed at 44-Fre, but they had no spare buses to send out for shuttle. I was conning for Torrell #1221 in car 1201, we wyed 44-Fre about 806 a.m., our car alone dumped off about 50 kids who had to walk to Patrick Henry for school.

FIRE AND SPREAD RAILS. That PM I drove 1381, P345, loop and Oliver. Then duplex caught fire at 1414 Emerson, tied up CPFs about 45 minutes. We left Oliver 443, stalled by some autos, got to B-E 501, were rerouted south via Bdy-Wash-1 Av N-; made 6-Henn 519 instead of 8-Henn 507, left 48th 552 ins. 545, got easy load on 6th St. Loads were on 8th St, and three Glenwoods were diverted there; NB on Chicago, we met SB cars 372 at Lake at 601, then 1643 at 29th, 1171 at 27th, all jammed, then our own 1578 at 26th We went Penn, found car on Penn this side of Dowling had jumped tracks and run over to sidewalk, these cars got delayed: 1800 1473w (wyed 38th)NW, 1676 NW, 1409wNW, 1664w, 1199w L, (then 1800 M.1485 went south), 1198x NW, 1669x NW (Roder), 1801 C48, 1381 NW(THom 657 ins 638), 1584 C48, 1597 C48, and four more cars.

LAKE ST. HAD AS MANY AS 15 CARS running on 3 motors, I heard at shops Wed. Mar 28; there at shops, 1272 was at east end of a cripple track, wrong end for shops to get at it; subsequently it stood there for weeks till they got at it and fixed it.

--Wed. Mar 28, N.S. had 1729 on 554 Snell, 1196 was ~~axt~~ at Lake; that PM, 1696 was at N.S. Fri Mar 30, 1441 on 530 Snell. Mon Apr 2, 1207 was at N.S., and I saw Lake St. running our 1611 on the Fort Snelling line. Tues Apr 3, 1207 on 554 Snell. Wed Apr 4, 1638 at N.S., back at Lake by Apr 6. --Thurs Apr 5 M.1367 had Lake St. car on 554 Snell; on northbound pullin with "Loop" signs, he carried "N Wash to 26th" card (as I did on L.S. cars, but which most motormen ignored; with only the "Loop" sign they got out of hauling heavy load of "biscuit-shooters" from downtown up along Wash. Av. N.)

BUSES (excuse me) were often parked at 1 Av N-5 St, particularly in after-rush evening hours, so inspector could have them ready to send out as fillins on tied-up streetcar lines; they went especially on such lines as 34th Ave. So. Actually this was a move that should have been used many other times when storms made operations tough, to improve service with "coordination" of Buses and trolleys. This particular year, however, so much of the trouble was the company's own fault: from switches freezing over, because maintenance crews had been fired; from derailments as unpaved streets broke up, also due to firing of so many track crews; from some poor scheduling, with bad effects which got multiplied many times over--one car that could not make a tough trip would of course hold up many more cars which could have made their own runs OK otherwise--this would be a big subject to discuss; and above all the parked autos that stalled streetcars everywhere. City and company didn't cooperate at all; there was no planning. Everyone seemed to take for granted that if snowbanks filled up all the parking lane, then the autos had a right to park in next lane over, even if it was on the tracks. Much street parking should have been abolished, though I would have felt sorry for a few very considerate people, who shoveled mountains of snow away so they could get their car right in to the curb. --The company paid much money to the city for "snow removal", but this and the next winter I didn't see so much of this snow removed where it would benefit streetcar riders; on Emerson from Broadway to Plymouth, the city started removing sno just as the last of the snowbanks were melting away. Instead of paying city for what didn't get done, company should have had own snow removal equipment, to clean up the worst places.

I WORKED FORT SNELLING SUNSHINE April 2, ~~1954~~ in 1594. 1210 relief OK, Camden at 1223 OK, Fort Snelling 129 ins. 123, Camden 240 ins. 223; wyed at Falls 338 ins. Fort Snell at 329, then northbound, was held by 1236 LOOP (pullout) off rails at 27th & Lake; Camden 445 ins 432; 51st St 547 ins 525; wyed at Station 633 ins. Camden at 623; Fort Snell 725 OK, PI 811 OK.

STREETCARS FILLED IN FOR BUSES quite often this spring, I learned. N.S. was short of buses and often cut A.M. Robb. pullouts; remaining buses could not haul everyone, ~~xx~~ so streetcars made the missing trips, same southbound time on Broadway to pick up big transfer loads. Example Apr 6, no bus for 719 PO, France 735 & H-W 757; streetcar went 38-Penn, Bdwy-Wash-1 Av N-6 St-loop-PI. Mon Apr 16, two cars, bus men driving; I met 1800 L/ V-W at B-Pe 732 behind reg. 8 St loop, 2 riders there (for 707 Robb), and me 1590 L/ V-W at 36-Penn, 2 riders, (for 719 Robb); these cars cashed in $3.00 and $3.35, plus transfers.

I TOOK 1652 TO SHOPS Apr 6, and M.1367 took a car; then we waited till shops fixed up 1387 (which he drove back), a few minutes wait, and we rode in 1387 out on to the transfer table, across the pit, and out off the table ready to go to N.S.

A SMALL GIRL watched me conning in 1664 April 4, and asked her mother, "Is there a man up in front too?" --Which made me think, the company had abolished so many conductors' jobs, it would be only fair to make the next one-man cars have conductors but no motormen. --And here I will insert, from the Tribune "Almanac", their recollection of the visit to Minneapolis by El Brendel, Swedish-dialect comedian, in 1939: He said then that on an earlier visit to Minneapolis, a streetcar ride cost a nickel, with two men running the car; on this 1939 visit, it cost 10 cents, with one man handling the car; and he predicted, "Next time I suppose they'll charge a quarter and make you drive the darned thing yourself."

FIRST SIGN OF SPRING, screens on 1309 April 12.

HAROLD PHILIPPY #1288 turned in to the Lost & Found, a loose $10 bill he found on the car, in March. No one claimed it, and in April it was given back to him.

FORT SNELLING RIGHT-OF-WAY was black as pitch whenever it rained, and I discovered I'd get a much better view to turning up the inside mirror, so I couldn't see the lights or any glare from inside the car; and later, I did this a lot on the Harriet right-of-way. Safest way to drive on such dark stretches of line would be in an enclosed, dark gatecar cab. Half or more of the front window of a button car showed mostly just the reflection of the car interior. Some buttons had small sliding curtain which enclosed the motorman more on his right side; I learned to use them about 1948 and they were worth about a million bucks, except that they that they couldn't be used when big paying loads were getting on; but they were not in the way on outbound trips when people got off, and that much saved many a headache that I got on other cars from trying to stare through the glare for a whole night run. Cars parked close to tracks on narrow streets like Fremont could not be judged easily when slide-curtain was up and darkened the whole front window. So in '50 or '51, under Green, all these curtains were suddenly removed from the cars that had them; several times I asked safety inspector Clyde Jordan why, and he said he'd find out, but never did.

KIRT BLEWETT hired out again Dec. 6 '50, went to Duluth, was first man hired in new company hiring spree that winter. New men had to work six months (finish "probation") before working Mahtomedi line at all, but that didn't apply to Kirt. He had to learn bus, got a night swing run (cars) forced on him in the spring, and it included Mahtomedi.

ST. PAUL WANDERING Thurs Apr 19:
Rode over on R 1268 CH/.
Saw (e)2021 STC in wye at Fair Grounds (Snell Av PO).
saw 299 TM, out again after another long shop stay.
About 510, saw 1624 HPNSP/ and
1618 HPM/, which Kirt was driving, so
I chased it a block; rode to Mahtomedi, back to Dul Sta.
Saw at 7 Corners at 823 pm:

1512	DW	(outbound, load zero)
1511	DP/	(load six)

CRIPPLES AT SHOPS way down on 15 track at Snell, Fri Apr. 20.

BAD BUS NEWS Fri Apr 20. M.1367 and I rode out of station, going to B-E to make 547 and 552 cond. owl rlfs.; he said now ALL EXTRA ME MUST LEARN BUS, as station would have a single combined extra ~~b~~ board for bus and streetcar. I thought it over very carefully, and in five minutes or less (before we got to B-E) decided I woul not do it. (Earlier, when first buses came to N.S., and to 1948 when I was learning office work, I had wanted to learn the buses, as part of general desire to learn all sorts of new things about transit job, an I imagined being able to make fillins in emergencies on both bus and car lines; but I wouldn't go on bus then because of rule that to learn bus you had to pick bus and work just bus for either three or six months.) --Now I imagined just what my feelings would be, on days when I would be marked up on bus, and saw other extra men marked up on the cars. So I decided to pick regular runs as long as I could, then quit. And that woul not be long, the way they kept reducing the service. Still that morning, I thought these were good-luck omens: got to con on car 1579; west at Henn-8 saw car 379; and saw 616 a.m. meet at Chicago & Lake: 1461 SL, and 1281 SL/.

ACCIDENT SEEN AT 2 & 6, myself on night run in 1584, due Henn-8 1134 NB Penn, Mon Apr 23. At 4 Ave, car 376 G got ahead of me; at 3 Ave, I was waiting for two women running, missed light, heard terrific crash; 376 had missed switch at 2 Ave, and hit 1250 4A48/ a terrific wallop, which knocked 1250 off the tracks, off of its front trucks. (I would have beat 376 but had waited for someone at that corner.) Two ambulances came to the wreck. Southbound Chicagos could get around OK, but nothing else. I called Mike our night foreman, he had M/M 1249, the 1213 SB owl PO, go out early and make trip up Penn, and he sent a bus up Fre for owl relief trip. When 376 was finally moved, northbound Chicagos snuck past 1250 and went up 6th St; I got to Henn-6 at 1200, went 1 Av N to 8 St, left Thomas 1220, PI 1239 ins. 1226. Northbound Chicago cars through the 12:36 went via 6th, and some of these later ones, when they got on to 8th St., backed their cars down 8th to Hennepin to pick up loads waiting there.

I DROVE CHICAGO SCHOOL SPECIAL in 1-man 1173 Mon. Apr. 30. PO 1135, 38-Chicago 1211, loaded school at 34 St. and left 1218, via Chicago-6 St-1 Av N-1 St-Henn-Oak line, unloaded at 4th-15th, Beacon 1253, pullin East Side 110. Got $6.61 and 3 tokens going over, which means 69 passengers and somebody cheated. I backed in on 23, E.S. car 1679 for Lowry school backed in on 4, Nic. car 1649 for Fuller & Harrison, on 16 tracks; [illegible] PO 235, Beacon 245, first car 1649, then me, then E.S. 1849; loaded and left 248, got $6.36 & 1 token returning. Return same route, was at Henn-6 303, backed in at 38 St. 323. (1¢ fare on return was caught and dime deposited.) Was then supposed to work P332-P807 Fremont, and as instructed if time was short, I started that pullout from 38 St. instead of station & loop; left 38 St. 331, on time NB Henn-8 at 353 to Thomas.

CONNING FOR M/M 1245 in 1387 Tues May 1, motors konked out on 642 PO trip southbound, I phoned at 2 & 6. We stayed in service, got almost $15, mostly northbound from 54 St. on two motors (running on series only); changed to car 1199 at B-E, and still had time at Oliver for coffee.

NUMERICAL ORDER. In Wed May 2 PM rush, 1668 CP42 burned out resistance at 28-Chicago, got pushed by 1669 CFO.

OLAR MICKELSON #1407 retired May 5; from the work, he had lost 25 lbs. since Chicago runs went 1-man mid-days in Jan. 1950.

I TOOK 1665 TO SHOPS Wed May 9, and drove back Work Car #10 with a load of kindling wood. #10 had just been put on N.S. OK track at shops, for any trainman to take over. Friday morning N.S. sent it back; shops called and wanted it to load wood for other stations. Going home just as it pulled out, I rode it from Sta. to B-W. This was my last day as extra man at North Side.

NO AUTOS WANTED (by me). Going to Fort Snelling Tues May 22, I rode R 1597 L/, down 2 Av S to Wash., then 1209 FS/ (which was followed by 1679 L/, E.S. car pulling in to Lake). Home from the Fort, I got 1727 L, then 1779 P45, then a CPF car at Ply-Em.

THREE N.S. SPECIALS to Como Park ~~Tues~~May 22 were to run Como to Dale (then prob. to Snell Sta?), had trouble at Dale. Wed May 23, N.S had at least 12 M'haha Falls charters (school patrol picnics?)

NO N.S. GATECARS ran in A.M. rush during May; in PM, a couple were used on about half of the weekdays of that month. Mon June 4, they began running in AM, as we had 11 cars in shops (total B.O. Cars at shops, 77!), and quite a few were out in the afternoons; up to seven; 1381 and 1342 had got stored at end of May.

I GOT GATECAR ON GLENWOOD TO ALDRICH run Wed June 6. My Wed. night run was two-piece, commenced PO 334 to 1 Av N to Glenwood to Aldrich, went south from there, on to 8th St. and Chicago line. This day I drove 1345; and old favorite of mine, 1807, was the E.S. car in our group there (PO & PI via 1 Av N); we belonged to group of five cars in the wye at once for the Munsingwear break.

TWO GATECARS were out in A.M. Fri June 8, 1357 and 1409. In the afternoon, none would have been used, but I had requested one from shopman and got 1407. PO 418, loop, Henn-8 439, Oliver 515, 54 St 621, Thomas 715, PI 735; and that was the last gatecar that ever went up Penn, or way out to 54-Chicago. C/R Henry Nelson #1107. Pulled in on scratch , 729 at B-E, so as to provide ride for conductor getting off night run at 729. INCIDENT: at Thomas we wyed ahead of 1595 before pulling in. Backing up, I heard switch click, stopped, back a foot or two more so I could see the switch (con did not give one bell). Then the fender of 1595 touched bottom of our rear gate, which came out of the socket at the top of the gate, flopped back, hit and broke the narrow entrance-sign window of 1595.

LAST NORTH SIDE GATECAR ran Mon June 11. None would have run but I had asked switchman for one, and got car 1345. C/R Eugene Sheppard #1449. PO 340, loop 401; 44-Fremont 434, Henn. 455; 38 St. 525, Henn 547; Oliver 613, PI 633. And that was that.

CARS SEEN. Tues June 5, I had first non-railfan Harriet R/O/W ride except for a 1938 ride from Hopkins to Mpls. R 1-M 1295 CH54 to 46-France (didn't know where to get off; to Westgate Theater for "Passport to Pimlico"). After show, R 1-M 1186 CH54/, which met shuttle 1784 ---- coming from Hopkins.
---Thur June 7, saw 1502 SL/, 2-man at 753 p.m.
---Wed June 13, E.S. used Nic's 1556, with blank signs, on its Glenwood to Aldrich pullout.

CPF NIGHT RUNS off Fremont ran to 54th, off Penn to 48th. Late on Thurs June 14, Frank Grassman #1483 stopped for woman at Penn & Dowling; she asked how often 54 St. cars ran, he answered "Once in a while" and let her wait there. My car was next, I had ~~xx~~ her ride with to 48th and then take continuation transfer.

CHRIS EIDEM, retired, got on my southbound Chicago car 1678 Thurs. evening June 14, after visiting someone at Swedish Hospital. Since I knew he lived up north, I asked where he was going; he looked around very surprised as I made curve at 9th & Chicago, and said he had got on car going the wrong way. And he had been driving up and down Chicago Ave. for over 35 years!

CERTAIN 5:30 P.M. SOUTHBOUND CARS got through much faster in the winter than the summer. My Thursday run during summer was south at H-8 at 532, always caught very heavy load of store employees, who could rush right out and get a car when work was done. But the winter before I had often worked same trip, and car even a couple minutes later, which never got the store employee load, because in the winter they had to put on coats and overshoes and scarfs, and so got out for later cars.

TROLLEY WHEEL of my 1384 showered down sparks on frayed trolley rope, which caught fire and burned right off, June 5. On June 21 at 1044 p.m., trolley rope of my 1669 just plain wore out and broke (rope was rotten), sending pole into air half way around NB curve at Bdy-Em, so I did some climbing. Inspector Si Hawze was in my car, riding home.

WATCHING TRIP INCOME, relief run 9. On this run, which was a lovely run, I worked 2 owls, 1 sunshine, 2 night runs.

--Sunshine on Tuesdays made relief 111 SB, to 54th, picked up con NB at 237. I felt such trips as this 111 afternoon trip, and Saturday work, ought to have conductors almost in preference to rush hour work; during rush hours, people knew where they were going, what fare was, etc., and were fast and ready with their fares; but mid-days and Saturdays, the slower occasional riders were out, almost all requiring change made for them, and with hundreds of questions to be answered. --June 19, I got $7.25 & 1 & 25 trfs., B-E to 54th; and from 54th to B-E, $10.55 & 44 trfs, far more than necessary to pay for a conductor and make profit. It was a typical day, and indicates 188 riders on that short round from Bdwy to the south end. (I devised own method of division here: income divided by 15¢ adult fares (tokens a trifle cheaper), ~~gx~~ ignoring 10¢ school fares,,so kids who pay less count as less than a whole passenger.)

--Thurs. night night run trip income; roughly $5 or $6 is "paying"

~~Rxx2x~~	~~6xx4~~	H-8th	6-14	Tok.	6-28		6-28 Riders
PO410,	loop	431	$ 9.30-2	30 trfs.	$ 7.00-2	19 trfs	67
Thom.	508	532	7.90	15	7.80	28	80
48th	610	637	5.65	12	4.70-2	17	51
Oliv.	712	736	6.75-1	13	7.40-2	23	85
54th	814	842	6.00-1	12	8.05-3	11	68
Oliv.	911	934	4.85-3	11	5.25-3	6	44
54th	1006	1034	2.95-1	8	3.30-2	13	37
Thom.	1104	1127	2.90-1	9	3.30	8	30
48th	1156	1221	1.55-2	6	2.85-3	12	34
			$48.95-3 & 116 trfs.		$51.85-1 & 137		

(In Oct, company cut Penn-Fre service from 15 to 20 minutes, to be same as Lowry bus that got under $1 an hour evening receipts, and same as 19th Ave. shuttle that got 75¢ typical 6-hour evening total. One error of company was running "night service" ~~xxxx~~ 7 or 8 p.m. to midnight, whether 15 20 or 30 min. service; should have kept up evening service and cut some about 10 p.m.; TYPE OF PEOPLE from whom most riders are drawn are not out so late.)

BASICS 40136

NEW RAILS AND PAVING were being laid on 4 St SE in June, supposedly from 8th Av to 14th Ave; Sat evening June 16, in 1314 OH, I rode over crossovers. ~~Wagxi~~ Wage increase had been announced June 12, and the following week this trackwork was halted, only 2 blocks from 8th to 10th being completed. --At this time, with vacations on, extra men got "runs" nearly every day, and almost all the "stubs" were worked as overtime, sometimes double time.
Mon. July 2, all conductor "stubs" on CPF were abolished.
Mon. July 9 on CPF, new time card cut five cars off in each rush hour, cut cond. "runs" from 23 to 16; these were again cut to 10 on Aug. 18 and reserved only for men who couldn't drive. And Oct. 27, day service was cut from 5 or 10, to 6 or 12 minutes; night service from 7 1/2 or 15, to 10 or 20 minutes (south end and north ends given). This cut with winter coming on, and business to increase over summer business, which itself was paying well, ON THIS LINE. However, since during the previous WINTER cars had got through to the north end about every hour on the night runs, I suppose it didn't matter much whether schedule called for 15 or 20 minute service. (That was to be my first winter at East Side, and I remember it for spending half the winter in the drug store at 8th & Hennepin waiting for a Fremont to go home.)

RAILFANS' WEEKEND was Sat-Sun May 19-20, see also fan trip schedule sheet. On the Saturday, in the morning we visited the Filtration Plant Ry, had the car posed for us. Then we went to the St. Paul Warehouse Line and looked their locomotive over; some of us rode on it about a couple of blocks (I did), as it pulled seven cars. Didn't have time for scheduled visit to Northern Pump. Went to Snelling Shops and were shown through most of the buildings by Mr. Jacobson; we rode the trolley table between buildings. Car 1250 in erecting had new front end on it, not yet painted. Other cars in erecting, 1705 1718 1684 1430 2606 1622 2020, mostly for paint jobs. Railfans from Chicago and elsewhere joined our local group for these visits. That night I worked owl, and on 2 a.m. lineup at Henn-8, noted three of the Chicago railfans had secured feminine accompaniment and were feeling quite well and enjoying their time on Hennepin Ave. I wondered if they would make it for the railfan trip Sunday morning; they did make it, and were very bright and ready to pull out at 9 a.m. at Duluth Station. --I cashed in after owl in the morning, then headed for Duluth; R 1-M 300 TSP/, R 1213 RHP/, the 820 at 7-Wab. Noted RHP owl car change, 1635 replaced 1239.

EXAMPLE OF RUNNING HOT was that of old regular owl men on AM trips south when they picked up cons at 547 and 552. They were sometimes worse than I and M/M 1163 were Mon July 2, the morning we started doing whole run 1-man; I was already out to 26 St. at 605, when I should have been at 6th & 8th; while M.1163 was just two blocks behind me, though it should have been five minutes.

1698 SL/ had con at 813 p.m. Tues July 3, much later than CPFs or Comos

SAW DUMMY CAR 1230 pulling in, running "the wrong way"; I met it at 37th & Minnehaha about 941 p.m. July 4 (I had picked Fort Snell. for holiday run.) Later I heard from a Lake St. man how a drunk had tried to get on 1230 at 27th & Lake, pounding away at the blind side of the car, and finally muttering, "What'll they do next? Now the're building them without any doors!"

HOW TO OPERATE: July 5, I was waiting in hole at 48th, was to be 1221 a.m. lineup car, Penn & Fremont due same time. M/M McLellan #1387 was other car, from 54th, whizzed by 48th 2 min. hot, then dragged in loop missing lights, arriving H-8 exactly 1221 and missing all lineup cars.

OWL CAR WATCHING, and other lineups SUMMER 1951

Some Saturday-SUNDAY owls		6-10	6-17	6-24	7-1
1st Fremont (mine)	north 100	1585	1780	1197*	1586
Penn		1469	1664	1665	1666
2nd Fremont	north 200	1583	1670	1663	1676
3rd Fremont	north 300	1653	1802	1677	1384
Como-Harriet	west 100	1300	1295	1322#	1327
Como-Harriet	west 200	1306	1315	1324	1295
Como-Harriet	west 300	1310	1317		1301
Oak owl	east 100, west 200	1301	1818	1313#	1304
Oak baby owl	west 100, east 200, PI	1783	1754	1305	1760
Bryant-Johnson	east 100	408	368	342#	371
Bryant-Johnson	west 200	412	396	379#	369
Plymouth-E 25	west 100	1734	1763	1446	1425
Plymouth-E 25	west 400	1614	gone	1701	1475
Bloom-Col. Hts	south 200	1620	1221	1382	1433%
Bloom-Col. Hts.	north 400	434	434	434#	433%
Nicollet-2 St.	west 200	399	413	370	352
Nicollet-2 St.	east 400	404	395	372	370
Grand Av baby owl	west 200	391	392	413	391
34 Av. baby owl	south 200	1245	gone	gone	gone
Selby-Lake	west 337, east 610	1382	1207	1680	1489

Notes: *This Chicago pulled out 1134 p.m. Saturday, was on line to 205 a.m. Monday (see Sunday-Monday owls). 6-24, I had door trouble in 1197, had Sunday A.M. relief pull out car at 708.

#Heavy rains Sunday 6-24. East at 456 a.m., 1313 L/ was being pushed by 1322 CH54/, right on time. No westbound Oak by 503. Heard no Como west at 300, I saw none east at 400. 379 was held 2 hours by high water under Johnson St. viaduct; no 300 south, ~~north,~~ no 400 north, was OK south at 500; bus also going south probably off of Johnson St. 342 was late, 406 at H-8 south, must have wyed in loop OR backed up from viaduct to E.S. On Bloom, 434 did not make 400 northbound, came Loop for 5 a.m.

%CHANCES of Bloom. owl combination of July 1; 1 chance in 113 (button cars) of getting 1433 or 1437 from Lake; assuming E.S. cars always 433-439 (they weren't always), one chance in 7 of getting car corresponding to L.S. car; or all together, on chance in 791 of 433 & 1433, or 437 & 1437, both on owl.

Some Sunday-MONDAY owls	5-28	6-4	6-10	6-18	6-25	7-2	
Fremont baby owl, so.100		1806		1780		1586	
Early Fre (mine) n.100	1577	1384	1473	1594	1667	1198	
Penn	1669	1588	1683	1806	1597	~~1576~~1668	
Late Fre north 200	1651	1816	1397	1580	1577	1576	
Como west 100	1309	1316	1299	1298	1301	1308	
Como west 200	1306	1299	1318	1789	1762	1294	
Como west 300	1293	1320	1311	1328	1321	1314	
Oak	1311	1307	1328	1301	1312	1313	
Oak baby owl e.100	1300	1789	1750	1297	1792	1315	
Bry-John north 100	350	351	349	393	343	348	
Bry-John south 100	341	348	378	408	373	351	
Nic-2 St. south 200	399	409	411	401	400	412	
Grand baby owl s.200	351	407	347	344	369	349	
Plym-E. 25 west 300	1672*	1433	1616	1205	1534	1415	*1237 at
Bloom-Col Hts no.100	1220	1612	1210	1489	1448	1479	5 a.m.
Selby-Lake west 237	1489	1451	1454	1561	1672	1207	
34 Av baby owl s.200	1236	1725	gone	gone	gone	gone	

OWL CAR WATCHING SUMMER 1951

Some Thursday-FRIDAY and Friday-SATURDAY owls.

Chicago baby owl (mine)	F7-13	S7-14	F7-20	S7-21	F7-27	S7-28	F.8-
south 100 (Th-F)	1675	1396	1588	1585	1173	1394	1802
Early Fre north 100	1197	1801	1586		1593		1582
Penn owl	1791	1173	1480		1791		1596
Late Fre north 200	1583	1197	1800		1200	1595	1594
Como east 100	1187		1166			1308	1296
Como west 100	1295	1328	1320		1325	1322	1315
Oak N.R. east 100-PI	1298		1311		1322	1314	1310
Oak owl west 100	1293	1318	1312		1311	1300	1322
Bryant north 100	372	374	343		378	374	347
Bryant south 100	346	376	350		373	398	348
Nic-58 south 100	342	368	346		348	1642*	372
Monroe owl south 100	436	439	365		366	363	
Bloom. south 100	437	438	1322		1293	436	1314
34 Av. N.R. south 100	1210	1385	gone		1776	gone	gone
34 Av. N.R. south 200		1731			1236		
Plymouth-E. 25 east 200					1764		
4 Ave. owl		379	370		343	340	345
Interurban east 200		314	332			FT.SN.2am	1698
Selby-Lake east 122						1244	
Selby-Lake west 137						1210	

*Note Nicollet owl relief apparently after 1 a.m. south; Sat 7-28 NB car at 2 a.m. had PCC.

CARS STUCK MON. JULY 10, night runs. Northbound on Chicago, 1579 CFO burned out motors and resistance (M/M Herman #1276), got pushed by store pullout 1576 NW (M/M Uherka #1645), up 6 St. to 2 Av S where they turned right; on that curve, 1579 went off tracks once, 1576 went off three times (which bad switch and curves explain why later, rerouted NB BCH cars used non-clearance 2 & 5 turn instead of clearance 2 & 6 turn.) I was next car, in 1652 going Penn; went instead via-6th to Station, wyed 26-Wash, went south and filled in to 54th (ins. 1117 at 48th). Next was 1653, Hovland #1611, who went 36-Fre instead of Oliver. One store car pulling in made Oliver fillin. Herman pulled out 1596 to finish night run. (He was small guy, fast driver, had run leaving Thoma 1245 to pull in, would get to Bdy-Em before 1245. Once I conned for him when he was new, and north at Plym-Em he made seven fals starts of car trying to get early ~~stop~~ start when lights changed --Same night the ~~945~~ 935 car at Fort Snell was dead; the 955 evened up the headway by leaving 945; Hoodie #1469, N.S. man, th 1015, left 1010 pulling the 935 to 27-Lake

LOWRY SUBSTATION was shut down nights from Sat July 7, and cars on north end of Penn-Fremont, from around 9 at night, crept along with their lights only just barely glowing. When they got to circuit breaker at north end of 7th St bridge, WHOOSH the lights came on and the car zoomed away. It took a couple months for the to get the power supply properly distributed to North Mpls. when that substation was not functioning.

COL. HTS. cars got cut off at 40th & Van Buren Monday morning, July 16, and I went up there early to watch and take pictures. R 2-M 1587 C54/, 523 at B-E. Coffee at E.S; saw pullout 1305 BCH with gate sign CH54 about 545 a.m., possibly but likely not doubling on both Bloom and Como. R PO 439 BCH, rode over single track open on bridge at 9th & Central; we met 1305 BCH/; I rode to 40-5, left there 613, back to Van Buren. At V-B 1619 BCH, 433 C40, waited for next SB 1696 from 5th. Order south, 1696, 433 and 1562 from V-B, 1619 634 at V-B, 1592 640 at V-B, then 437 from V-B. Next car 438, I rode to 5th, left there 653; then 1210 out of V-B. 1306 went to 5th to be 710, last car there. Meanwhile 436 and 1189 L/ (712) left V-B. I snapped 1306 BCH/ at Van Buren, M/M Floyd A. Sawdy #369, last car supposed to come from 5th St. Now PO bus relieved 1420 C40, I rode bus to 5th, rode back, passengers transferred to 1327 L/. Next leaving were 1537 BL/, 435 BL54/, 1448, 1315. Then 1773 came up, crossed wye and stopped as if he would back in, and all of a sudden took off for 5th St. He left there 746, 1773 BL/; M/M was Jorgensen #1923, he told inspector Art Peterson he was last man through to 54-34 on old 34-Bry route, and thought he might as well be last here too. Later #83 went up to 5th, began ripping out wye at 830, yanked up the switch point in the wye at 1025 a.m. I went home, R 1592 BCH/, R 341 G, R 1-M 1201 CP42. ---The rails on single track on 40th Av had been new the year before this.

COL. HTS. was further cut Sat July 28, back to new wye at 37-Central, with new schedule; was to commence with first AM pullout car. No doubt owl 436 left Van Buren to be 5 a.m. southbound; likely Lake St. owl was 5 a.m. northbound to Van Buren, and then no mor

WIND-STORM FRI NIGHT JULY 20. South at 38 St at 737, Russ Olson got on 1585, "my storm car", to ride a round trip with me; that round trip took six hours instead of the normal two hours. We went to 48th, 747 there, then north; and it started to rain and to blow. The rain got harder and harder as we went up Fremont, and all of 44 Ave No was just like a river when we went through. I thought I went through about 5 inches of water, so at Oliver called station and they said to wait there till rain let up. While I was phoning, lightning struck the car and blew out all the lights except farebox light series; several bulbs were shattered into pieces, and we did not have enough spares. The air went too; we successfully changed fuses, but new fuse blew out after a while. I had phoned again, and after a while wondered why company truck never came; I sort of imagined that we were only car in trouble, though no more Fremonts did come up. (Or did one more make it?) Company truck finally arrived after midnight, fixed my air and one series of the lights. So we left there right on time at 1228 a.m., though it should have been at 841 p.m. (missed 841 Oliver, 936 54th, 1034 Thomas, 1132 48th) We went south for 1 a.m. lineup, through lots of standing water, with Fremont wood blocks strewn all over the street. We diddled some at Hennepin, as there seemed to be no proper lineup cars on any line. I had got soaked and was finishing the run in my stocking feet, including running out to look for lineup cars, and to see if we were on tracks at 40-Fremont curve, etc. --Russ got off at 38th, got his auto there and went home. Going to 54th was rough, with dimmed headlight, and most street lights burned out; near 41st a man jumped away from right in front of me; he had meant to warn me of fallen tree, which brushed side of car. Going north on pullin, I noticed a Lyndale to Lake at Henn-5, 1701 Bloomington to 38th turning from 1 Av N to 6th, and the Penn owl northbound at 1 Av N & 5th at 214 a.m. I pulled in 230 a.m. instead of 103.

--Worst hit in the storm was car 1605, standing ~~in way at 62~~ on loop track at 62nd & Nicollet. There was a 100-mph wind, and when the doors were opened, suction was created which helped blow the car over on its pole side. Saturday morning the crane car tipped it on to its roof to get it out of the way of other cars; the following Wednesday, crane cars removed metal parts, body was cut in two and hauled to Snelling in two trucks.

--Many lines or parts of lines were out of service from storm damage. Tues 7-24 I went to Fort Snelling, saw shuttle bus in service from fort to 54-47; dummy 1230 was standing at bridge end of line, bus ran over the dummy line. Car 1203 was marooned on right-of-way, southbound on hill leading to the trestle. On Wed. I noted 1203 back in service on the FS line. (St. Paul cars were running to the fort Tues., I saw 1833 FS there). --Tues night I rode to visit Kirt Blewett, shuttle ran from Ford Plant to Randolph and Snelling, where I watched 1809 1723 1633 wye out, turning north on to Snelling, backing to EB Randolph rails and laying over on them. --Wed I went to shops, 1605 wasn't there yet I went to 62-Nic (first ride there) but just had missed it; went home, then back to Snelling, and to St. Paul; at Lake-Nic in AM saw 373 push 1632 in from 4 Av line; Thomas Av poles all down in St. Paul, repair work not even begun yet; I saw south end HC cars 416 and 381 looping from 9th to Wab. SB.

ST. PAUL SCENERY Tues ~~Mxxx3lx~~ July 31. In afternoon I rode R 1584 C48/, R 334 TSP/, learned Hamline cars were just running again, saw 1515 in wye at Hamline-Univ., met an old car HC pulling out from Snelling.
--About 404 7-Wab, saw right together,
1628 FS
1522 MFS47A, single daily Duluth car to 47 Av. wye.
--410 train,
1233 HPNSP/
1631 HPM/
--418 7-Wab, a genuine Hopkins, 1769 CHOP/
--434 7-Wab, 1167 CHOP/
--440, 1214 HPNSP/
--445 7-Wab, 1270 EMS/; only gatecars running were 1266-1270.
Then I rode R 1739 HC, M/M Blewett #3269. He had worked Hamline bus that afternoon 105-349, then went to Duluth to pull out car at 440. First Hamline through was 1741 eastbound, and first westbound was 357. I rode north, then south, then PI to Duluth. Later R 1608 RHP, stopped at Kirt's, R 1822 RHP, R 1320 PFP, R 1-M 1596 CFO. (Randolph cars began running through July 30.)

RODE LAST CAR TO HOPKINS, 1296, Fri night Aug. 3, M/M Arvard Pentz #453. The evening Hopkins shuttle had left Hopkins at 1203, going through and pulling in at 1244. 1296 CH54 was 1200 o'clock car downtown; at 44-France about 1228, Russ Olson, Bob Schumachm Corbin Kider and I caught it, rode to 54th (my first ride there. We were 1238 leaving 54th, all signs set "Como-Hopkins"; we went to 44th, backed around the loop, and headed for Hopkins at 1243, after waiting for 1747 CH54, the 1215 downtown, which had two riders on but none for us. Only regular passenger with us was Donald J. ~~Bryxixxxx~~ Brynildson who went to Madison Ave. At Hopkins, the Tribune had photographer waiting to take our picture, so we left at 109 instead of scheduled 106. Riders were William L. Almquist, 4303 Branson St., from Hopkins to Grimes, and one other going into town. Pentz wound up old 1296 and we were on time, 119 at City Limits (to PI147). We got off there, drove out to look at new loop at Brookside. I finally got home on 3 a.m. owl, R 1-M 1384 CFO.

NEW PICK AT N.S. scheduled for Aug. 18 cut off 6 conductor runs, and due to that I could not get a run anymore. Foreman was after me quite a bit to get in my bus-training for combined bus & car extra board. Wed Aug. 1 the last streetcar run was picked, and it was not yet down to me; I spent most of day taking pictures, many of motormen, some of the station, and especially "good-bye" pictures of 1370. Wed Aug 2 it was my turn to pick, and I said I would finish my night run up to Aug. 18 and then quit-- "no buses." I was told buses were the coming thing, but said I wasn't coming, I was going.

HAD MOTOR TROUBLE in 1195 on 1/2 of run Thurs.Aug. 2. Southbound to 38th, ~~whxx~~ motors burned out just after I crossed circuit breaker at 22nd (same happened to me there before in 1665). I went to 38th on series, found I couldn't back into wye there on just that, tried a couple times, was developing terrific traffic jam, so just scooted out to 54th, pulled in from there 559 instead of 603, having missed trip to Oliver.

NOTICE UP Sat Aug 4 said next week, Aug. 11, 3 men "may" transfer to #1 and 3 men to Lake. The "union", which often meant Lake St., had hollered because in past week N.S. daily ran 2, 3, or 4 of Lake's pullouts on FSW or 34A line.

MY 1582 SEEMED LIKE part of world-wide travel system Sat. night Aug. 4. On 1206 lineup south at Henn, when I got to Lake I spied 1237 SL three blocks away, waited, got 5 transfers, including a blind man, a motorman, a man from Ohio going to 40th St, and a woman on her way home from Europe, going to 54 St. The Burlington Zephyr had gone off the tracks in St. Paul, so many people took Selbys to Minneapolis. On pullin Via 6th, noted 1-M 1187 CH54, saw 1 a.m. 4A48/ had wyed and got ahead of 4AL/ pullin from Glenwood, so had to cross 6th again to let it by. An airman rode from 2 Av N-Wash to Plymouth, going to the Roxy. Rain drizzled the last trip, it was slippery and hard to see. I reflected that I had rode 1400 Chicago-Fremont home, when I was coming from Yokohama. And now in two weeks I would be done with streetcars.

MON. AUG. 6 I rode 1596 C54/ to hospital in afternoon, then R 1570 L/ down Hennepin, then rode a lucky car, 1777 38C to the station to go to work on night run.

THEN A RATHER ODD THING happened. Foreman called me in at Sta, and said one North Side man had to transfer to East Side within a couple days, and he wondered if I was interested. I said I would think it over. There was a notice for one man to transfer, taped up by cashier's window~~; Baker #1383~~ who had a run at that time, wanted ~~kxtx~~ to transfer, but Syrdal told him this was just for extra men. So I went to work wondering.

IN ~~1555~~ 1566 on 3 track, I pulled out 442 instead of 439, because 1173 ahead of me had no motorman in it for the 437; later PO Carlson #1231 cut me out. 849 south at Henn, I got jammed store load, and at 2 & 7, for third week in row, saw southbound Franklin bus with empty seats. Left 54th 921, waited at 48th so Logan #1147 in store car 1386 NW could go ahead. Left Thomas 1020 ins 1019, went by my old house at 1031, for last time driving. Waited a minute for 1482 BCH/ at 1050, got to 48th 1106. Had coffee there, having also had it at Oliver at 624 and 826. Left 48th 1118 ins. 1117, Henn 1142, Bdwy 1151, Oliver 1203 ins. 1205 arriving, left 1208 ins 1206, ran empty going in "N. WASH. TO 26TH", Bdy-Em 1219; I followed 1197 C54/ pulling in; ~~which followed 1220~~ owl pullout was M/M 1249 in 1670 C54/; finally I stopped 1566 in 2nd place on 2 track, behind 1820, exactly at 1225 a.m., my pulli time. --1566 ran very quietly, I called all the streets that night up and down Penn and Fremont and Chicago Ave., and every trip was a pleasure; I said to shopmen, "This is the best car they ever built." Then I told Mike the night foreman that I would transfer to East Side. And I got some old North Side car markups, and five window destination boards (Hess said "Take all you want"), and I hiked home.

I MOVED TO E.S. Wed Aug 8, got locker 311, (118 at N.S.), inspected car 1230 parked on 6 track.

1230 RAN ON WESTBOUND RAILS, 44-France to Brookside, Aug. 4 to 7. Cars scheduled to Brookside took extra layover at 44-France. Afterwards, mid-day and rush hour cars had long layovers at Brookside, about a half hour, as time card was like old one, allowing enough time to run to Hopkins. Night shuttle was off, and hourly cars which formerly went out France now went Brookside. The Brookside loop was ready for use at noon Tues Aug. 7. 1230 was still at E.S. Sun Aug 12; I noted it gone Sat Aug 18.

I STUDENTED at East Side mostly Aug. 9-10-11, making a couple trips over each line. Como run in 1792, held by auto accident at Henn Franklin, included wying out at Fair Grounds, which was to beco very familiar. Cars wying there were supposed to go down to Snelling Ave. both before and after layover at Fair Grounds. Como run didn't have Brookside in its, I asked to student there which foreman didn't think necessary, but he sent me out in gatecar 1266. PCC instruction on Sat the 11th took 4 hours; als learning PCCs was Charlie Schwender #561, long at E.S. We rode to Fair Grounds, there got couple hours talk on motors and every thing else in a PCC (most of which I forgot), then we took turn driving on run to north end of Snelling line, and from there pulling in to E.S.

1198 AND 1773 WERE WRECKED MON AUG 20, on 42 Av S near 53 St. N.S. car 1198 was southbound, left 2nd & 3rd loop at 1026, was to b the 1104 out of 47th Ave; M/M Mrs. Ellen Campbell #4153. 1198 when off the tracks, slid sideways down the street about 100 ft, got hit in the middle by northbound 1773. (LS. M/M 1801 much later told me that he had reported bad rail at that spot several weeks before accident, but nothing was ever done.) Both cars were scrapped. (--Also I heard from N.S. men that rails there were reported many times, including 3 or 4 reports by M/M 1399.)

SLOW ORDER ON UNPAVED STREETS followed this accident, specifically on Thomas, Dowling to 42nd; FS line, on 42nd Av. and on 54 St. to the right-of-way; on 4th Ave., 38th to 48th; on Grand Ave, 34th to 48th. Speed was to be held to 25 mph by having full control at all intersections, and by not using full power for more than a half block in any block. These orders were rather generally ignored. France Av was not mentioned, but foremn's notice at Sta. said to go slow there.

RODE 1719 GRAND-MISSISSIPPI round trip with Blewett, Wed Aug 22, he on night run, only button of five cars on line. Rode 7/C to east end, then west end, back to 4-Wab. While waiting at 7/C, saw 1633 HPM/; after GM ride, saw 1633 RHP.

FAIR GROUNDS NOTES.

--Sat 8-25, me on Bryant day run. Seen on FG runs, 1392 1794 (e)1582 my 1007 SB trip; my 1102 NB, (e) 1788 FG (at end at H-11); 1145 SB trip, rain pouring, 1760 EMS/, 1652 FG/, (e) 1392 FG. 1228 NB trip, (e) 1820 FG. I got relieved 148, going home R 1652 FG from Univ-E.H. to Henn-7, M.1223; so he could turn at H-7, inspector threw switch & moved safety zone sign, I moved the sign that said "No Turn Police Order". Noted 1588 FG/, 1820 FG/, 1762 FG/. E.S. used even run cars, N.S. used even pullout cars that day.

--Sun 8-26, myself in 1689 on Oak day run, counted cars:

-809 WB trip:
1311 FG/
1313 FG/
runs odd E.S.
but even N.S.
-905 EB trip:
(e)1196 FG
1321 FG
1295 FG
-1000 WB trip:
1321 FG/
1295 FG/
1606 FG/

1607 FG/
1799 CH54/
1787 FG/
1187 FG/
(e1590 FG
(e)1396 FG
M/M 616 in car
379 on Bry
-1053 EB trip:
1313 FG/
(e)1806 FG
1590 FG
1311 FG
1189 FG

-1148 WB trip
1388 FG/
1396 FG/
1311 EMS/
1303 CH50/
1606 FG/
1189 FG/
1819 CH54/
(e)1787 FG
~~1240 EB trip~~
-WB 136 rlf
trip:
1189 FG/

1787 FG/
rlf. 149, coffee
at 4-Central, saw
1611 FG/
1321 FG
1607 FG
1196 FG/
1590 FG/
R 1787 FG to
1AN-8 going hom

FAIR WEEK NOTES. Mon Aug 27, worked Oak. In AM went to Snell, noted R 1294 FG/, 1600 FG/, 1754 laying over at FG, 1496 SA/ leaving FG, 1794 FG, R 1-M 1752 ~~Rax~~ CH/, saw 1498 and 1494 FG from Snell Ave, 1768 FG, 1524 CHAR. Rode regular R 1507 SA/, followed by 1498 SA/. Afternoon, 1559 FG/, 1600 FG/, 1760 EMS/, 1548 FG/, 1794 FG, 1600 FG; west about 300, 1568 FG; 1600 FG/, (e) 1548 FG. My 300 EB trip, saw 1600 LL, 1559 FG. 715 PM, saw 1669 FG/.

1136 WAS DRAGGED TO FAIR GROUNDS Aug. 22. --Above ref. to 1754 laying over at FG, and Tues Aug 28, 1799 at FG blacked out; some men working collecting fares at the gates, came over in car in service and when done work, drove back to Mpls. and took a load of people with them. --Wed Aug 29, I conned in 1187 on Como in PM; EB at Fair at 551, went through Mpls. loop, about a hundred people waiting for car but we were going to St. Paul. Standing on sidings were 1395 1473 1854 1762 1465 1466.

WORKED FAIR GROUNDS extra in 1465 Thurs Aug 30, mid-day. Cars on FG runs, 1797 1689 1465 1854 1688 1466 1196 1749; Snell 1554 1536; Dul 1839 1233; collector's car 1819. My car PC 830,

Henn-11	915	849	1017	1135	119	233	
F.G.		924	1055	1213	197		PI 247.

Inspector at FG last trip thought my 1465 was N.S. car, said I had to loop to H-11 and only way to PI was via Henn-3rd.

FG CARS seen Sat 9-1 afternoon: 1222 1651 1819 1677 1312 1787 1849 1789 1853. At night, myself in 1747 on Como, saw FG cars 1626 1310 1389 1175 1567 1771 1538 1550 1628 1853 1789, 1626 LL. On EB pullin after midnight, I had to throw switch at Henn-3, so that was way N.S. cars were pulling in. --Sun Aug 2 FG cars: 1816 1663 1682 1389 1392 1666 1511 SA, 1538 1771 1201 1586 1213 1634 1833 1520 1801 1464 1641 1587 1790; others at night, 1659 1818 1576.(Myself on Como in 1756 in afternoon, on BCH at night.)

DUL. AV. CAR OFF TRACKS at Ford Plant Sun. morning Sept. 9, from rain and sand in switch. As I was going out there in 1327, Lake St. man I met got off and told me, said he had backed up from Ford Plant to the 45th St. wye. I went on out, 1618 and 1634 stood on different loop tracks, but left as I came; 1812 soon arrived

KIRT HOOKED UP Milwaukee Interurban headlight on his Mahtomedi car and really lit up the countryside. Mon. evening Aug. 24 I went over to Kirt's, rode with him R 1214 RHP/ with him going to work on the owl, so I could see light work. He relieved car 1239, which was the 1215 at 7-Wab, when it got to Duluth. Load at relief, 15; 3 got off and 1 on, leaving 13 at City Limits; 8 more off, at 6¢ fare, 2 on for 6¢ each to ~~Duix~~ Division St; 7 riders left from there, of which 5 paid 12¢ fare. When we got to Mahtomedi, Kirt drilled holes and hung his headlight above 1239's regular headlight, then started rigging his resistance, bulbs in aluminum case but case got accidentally knocked over, bulb burned out in it, and our headlight did not work. We were 104 at Mahtomedi, left late, made lineup fine, 156 at 7-Wab; I rode home on 333 TM, and on 3 a.m. car 1673 CFO. --Next morning Kirt was "called" by the foreman about using extra headlight, couldn't try it anymore.

GRAND AVE. CARS did a good deal of curb-loading, it appeared from marks in the street. It was interesting to have morning PO on Grand and see how many cars were off since last time I was there. Mon 8-20, in AM one went off SB at 34th, rode on left rail and inside of right rail to 36th, then off 5 feet to left of car stop. When I got to 48th, inspector was there as 3 cars had been off there that morning (perhaps 371 which I met with two cars right behind).

PULLING OUT AT 54-FRANCE Fri evening Sept. 28, M/M Biermann #397 forgot to watch signal light, but on curve noted car coming out single track. So he backed up, rear trucks were OK on curve, but front were over spring switch and went off the track; and the air line broke. --I was going to 54th in 1786, could see three cars were out there, so wyed myself at 51st and took layover. Last car that went to 54th was to be my 15-min. leader to St. Paul; finally he backed up to ~~54th~~ 51st, I plugged spring switch for him at end of single track, he wyed ahead of me and took off a bit before I left at 716. I thought I'd have that trip to St. Paul easy, but he appeared to have passed up everybody the whole way in, even people down at GN Depot; and he finally wyed at Snelling and the Fair Grounds. --When Biermann got his car extricated, he pulled it in to E.S., using the reverse the whole way.

WENT RIDING TO MAHTOMEDI Thurs Oct 11, with N.S. M/M 1147; rides: 1396 C54/, 1169 CH54/, 1633 HPM/, 1633 RHP (mid-day), 1530 RSSP, 332 TM, 1396 CP42.

WITH KIRT, tested Milwaukee Interurban whistle on 1524 in Duluth yards, Fri. Oct. 12; it woke up the office force. Whistle to be used on gatecar fantrip to Mahtomedi Sunday. --Took pictures with new camera bought in St. Paul, 616-size. --Noted train, 1239 HPNSP/ and 1617 HPM.

"SLOW SPEED" in St. Paul on dirt streets had been ordered (as in Mpls. after 1198-1773 accident), on RHP line, on Randolph from Snelling to Cleveland, and on 7th from Flandrau St. to Johnson Pkwy; and on DS and GM lines, there was 10 mph limit, 1 min. 10 sec., traveling towards, around, and upon leaving curve (300 ft.) north of Duke St, to Lawton St. (eastbound cars).

"U" FOOTBALL SPECIALS Sat 10-13, watched before game, about 1-min. service on Interurban to the "U", noted Dul. cars 1529 1538 1650 22 two-man (but no bells rung!) --some of extras were 1-man and included 1-man PCCs.

44-OLIVER LAYOVER orders effective Oct 4, cars not to back up until 3 min. before leaving time, unless that would cause later car to have to sit on 44th, in which case first one must back up right away. Passengers boarding car in hole must be seated before car is backed up.

ALL OAKS commenced using Como trip sheets Sat 10-27.

WIRES LOOSE AT STATION, about 650 a.m. Fri Oct 26; Pentz was pulling out 1327 from about 24 track, had whole trolley pole fly off car on to ground. Wire truck arrived about 709. I was to pull out from 25 track, car 1792, at 701, got changed to car 1851 on 4, probably a storage car. Had to run to 1792 again to get my conductor from there, so got out 709 ins 701, out of place going to St. Paul; at Fair Grounds, car ahead had us pass him to get in place. Had to wye at Fair Grounds on following round trip.

2-MEN WORKED on most cars going to St. Paul in the rush hours, but a few of the pullouts not in regular runs were made one-man. On 6-minute service in rush to St. Paul, the result can be imagined when the cars which were 1-man had to make average 3-minute stops at City Limits each way to collect fares. No time was allowed for that, because written schedule was all 2-man in rush hours and it was assumed conductor collected C/L fares while car was moving.

NEW SAT. OAK & COMO schedules Oct. 27 gave Comos 27 minutes from Xerxes To Wash., Oaks only 25 min., and was screwy in other ways; and I showed foreman how two cars, relieved at 810 and 811 east at 4-EH, passed each other on the right-of-way in same direction, according to the time card. (Old Robbinsdale time cards had cars do that too.)

LAST RUN TO MAHTOMEDI

Friday Nov. 2, 1951

At Duluth Station Friday night we watched the 12:42 a.m. owl relief car change. 1391 RHP, which had left Mahtomedi at 12:07, pulled in, and transferred its passengers to the owl pulling out, 1216 RHP. The other owl relief had been made at 12;15 ~~mar~~ eastbound, and we met that car later at Ivy.

Russ Olson, Bob Schumacher, and I caught the last Mahtomedi there at Duluth St; Will Reeves and friend were already aboard, having got on downtown on the 1 a.m. lineup. └▷ EUGENE CORBEY

At 1:15 at Duluth, we boarded

1238 Hazel Park-Mahtomedi✓

At 1:25 at Ivy we met 1630 RHP, which had left Mahtomedi at 1:04

Our Friday night load in 1238 was around 30 or 35 riders at the station. One by one we dropped them off, down to the last regular rider, Albert Sager, a machinist who lived at 67 Forest Heights in Mahtomedi. We left Henry St. at 1:47.

At Mahtomedi we were to arrive at 1:53 and leave at 1:54. I set the signs to "7th St. to Duluth Ave." On the way back we took a little extra time. We kept the whistle going, not only for the crossings, but for all the lakes and~~x~~ hills and fields and all the countryside, with standard whistle blasts, and special blasts in Morse Code, such as "Good-bye North Saint Paul".

I turned the ~~x~~ switch off in the booth at Henry St, and we left there at 2:25, with Will Reeves driving now. We waved to the flagman at the Soo Line Crossing at 2:28. Then I drove from Larpenteur to Orange, about a mile. We phoned in at Ivy at ~~2x27~~ 2:37 and left at 2:38, and got to Duluth Station at 2:43, a few minutes late, where several riders transferred to the owl waiting for us, 1216 RHP.

In 1238, the last motorman to Mahtomedi was Andrew P. Reis.

DULUTH AVE. CAR MARKUP Fri. Nov. 2 - Randolph-Mahtomedi cars

445	1617	10
515	1238	10
550	1217	8
552	1393	11
552	1233	8
552	1618	8
555	1391	11
600	1398	10
608	1624	10
614	1622	7
615	1235	10
627	1239	11
633	1218	7
639	1634	8
657	1240	11
316	1810	18
113	1768	14
121	1630	7
206		
216		
221	1631	7
304	1217	1
328	1233	1
345	1216	1
346	1235	1
352	1240	2
412	1634	2
413	1635	17
427	1520	2
430	1550	3
443	1211	3

NOTES AT THE END OF MAHTOMEDI.

--Thurs Nov. 1, car went off tracks at Wildwood, spread rails.

--Thurs AM, conning in 1188 on Como, at 7:41 a.m. at 7-Wabasha, I spied 1618 HPM/.

--Fri Nov. 2, driving 1761 on Como, at 1:59 at 7-Robert, I saw 1398 HPM/.

--Fri, after one-piece Como and a rush hour football extra that pulled in 652 p.m., I went home, later set out to ride the last Mahtomedi, 1238. Going over to Duluth, we noticed 1130 p. lineup in St. Paul loop:

429 SCPP
1821 RHP
1545 FS

We pulled in at Duluth at 2:43 a.m. from Mahtomedi, I got ride to East Side, and slept at the station, but not much. I pulled out at 544 a.m. on Como, in 1314. At 8:24 at 7-Robert, I saw

1634 RHP/

That was like the doctor's final word that the patient was dead.

--Kirt Blewett at the time was rooming at 1070 Ross St., near Dul. Sta. He did not show up for the last Mahtomedi run, and I hav afterwards thought I should have copied him and not shown up for the last night of the Fremont line. --Sunday he rode with me in 1841 CH/, from Lake to E.S., and said he had been getting a cold that night. Also that Sat and Sun he worked Mahtomedi shuttle bus.

--OF 1238 VERSUS 1239 as last car to Mahtomedi: afterwards I heard Will Reeves had said 1239 was the last car. He no doubt felt badly about the last run out there, but in another sense he was feeling quite well that night, and may not have thought of closely discerning the car number. During the day Friday, he and his photographer had posed M/M Reis and an old-timer M/M for a picture in car 1239 in Duluth yards, and that is only car number given in the newspaper, but it does not say that was the last car out there; in my clipping book I wrote in then that last car was 1238.

MONROE FOOTBALL EXTRA Friday Nov. 2. Southwest 33, Edison 0, at Edison At the break I drove extra (1-man) 1785, PO 432, 27-Wash NE 453, via Monroe line to E. Henn., via Oak line, 50-Penn 612, PI 652. From northeast, had Oak-Harriet signs, made regular stops.

AS ROUGH TIMES started in November, I noticed there was far less bunching up of cars on Chicago-Penn-Fremont than formerly, because now they didn't run enough cars to make a bunch.

OAK FOOTBALL EXTRA, Southwest playing Murray for State Championship at Memorial Stadium, my car 1844, PO 1220, 50-Xerxes 103, left 47th 113, where Inspector Qualheim gave me what he called "seated load", which meant about 35 standing there; continued in service, so was loaded to steps from Franklin on. Art Peterson at 4 St-15 Av, checking loads, called mine 150. Yale 213, PI 233.

SAND CAB of # 18 caught fire Sat Nov 13, 1135 a.m. NB at 7th St and Olson Highway (Spath first car behind); the men used two fire extinguishers from buses, then fire dept. arrived and chopped hole in side of cab. (Did they try putting the fire out with sand?)

CODER #1675 on the Fremont line, said he only dared to open his car up on the 7th St. bridge, as that was the only place on the line where two lengths of rail were hooked up together.

SYMPHONY EXTRAS AT THE "U" Thurs Nov. 15. Before the performance, E.S. had five extras, 2 loading at 49-Xerxes, Fulton School; 2 cars for Lincoln at Penn & Plymouth; one car for St. Anthony at 9 Av & 2 St N.E. --Other cars were out, I saw 1603 CHAR for Ramsey (on Nicollet line) after the symphony concert. --2nd St NE car was before concert only, no car for them after, which was rough on regulars there. I was behind late car in St. Paul, he phoned up at Snelling and changed to a "Loop", passed up a few stops that I could take. On the bridge at the "U", four charters (E.S.) were held so Loop could go first, then charters, then an Oak went west, while I loaded over $11 worth of kids (10¢ each), such as 65 St. Anthony kids there was no car for now, 28 Morningside kids with no special car, etc. I passed up everyone else down to E. Henn., picked up a conductor, got mobbed in the loop, caught the Oak ahead, conductor got almost $13 & 70 trfs out to 54th, or 170 riders besides the original load. Left 54th 430 ins. 409, wyed at Fair Grounds (my car 1846). ---Where I saw 1603 CHAR was on 11th, coming from 1 Av N to turn west on Henn; may not have been symphony car

2SNE OWL MAN fell asleep Fri Nov 16, northbound at Lowry, front trucks went off, rear stayed on curve, car swung about and went into a store on the corner. This took a couple hours to put back on the tracks, and finally got put on headed southbound.

KIRT BLEWETT at Duluth quit, last work Fri Nov 16; moved to new job, collector-brakeman on Chicago South Shore & South Bend RR.

I MADE RELIEF on 1853, 510 pm Sun Nov 18, Como from St. Paul with standing load, 4 minutes late, over $10 left in fare box for me to wind out and sort, and no fire in the car. Went St Paul, wyed 44th in 54th at 735, got car change to 1754 EB at 808.

"U" FOOTBALL Sat Nov 24 (Five below day in a.m.). Nic. and N.S. cars first went to E.S., from there most extras went to Yale. I made regular Oak relief east at 301 in 1807, got between extras pulling out from E.S., 1644 BJ/ and 1588 CFO/. At Beacon there were two extras in the wye; the first one took my regular passengers and went east from there to Yale; I wyed at Beacon and went west early, so as not to be caught in the football lineup.

CARS OFF TRACK leaving 50-Penn, on curve, several cars Sat. A.M.11-24 Mon Nov 26, my own 1752 off twice, backing at 50-Xerxes, went off at the crossover piece, made it 3rd try; same day later, car 1327 off 3 times there. This at 50-Xerxes was bad all winter

RIDING HOME Mon night 11-26, to avoid store crowds on regular cars, I caught 1195 NW, the 823 at Henn-6, store pullout which made south end, went north as if pulling in, then turned up Bdwy from Wash, went to B-E and south again for second trip to 48-Chi

PCC REASSIGNMENT, Tues Nov 27 our only WH cars, 365-367 went to Nic.

NEW CAPITOL APPROACH LOOP was opened, I went around first time Tues Nov 27 in 1752, on morning fillin to St. Paul. South end of loop was ready, north end was still single track; #83 was removing old rails beside the Capitol.

MANY CHICAGO NIGHT RUNS were cashing in over $100 in Nov and Dec, and Saturday runs got up to $130.

CAR 1369, at shops for dismantling, had car card holder (on front bulkhead) stamped for car 931.

PCCs 424 425 426 arrived E.S. by Nov. 29.

SCHOOL EXTRAS TO THE "U" to see a play: I had Oak extra, car 1689, PO 1130, 50-Xerxes 1216; with extra car 1747 ahead, loaded Fulton School at 49-Xerxes, ran as "SPECIAL". Car 1757 from 44-France got Calhoun School. Car 1191 loaded school at 23-Johnson; such cars from northeast to the "U" had to make Sta. Loop to get headed down 4th St. I left Beacon 104, PI 120, PO 130 in same car as fillin on Como line (to Eustis ~~and~~ loop and retur for 201 relief), regular car was off tracks in St. Paul, the rea end had started to go down Churchill St. (east of Como Park). This hurry-up fillin was typical for Como line; often after morning pullouts, before we could back car in station, foreman or call clerk would rush out with Como transfers and portable fare box, and send us straight to St. Paul, or maybe around the 11th Henn. loop and then to St. Paul.

"A DAY TO LIVE IN INFAMY" was Fri Dec. 7, 1951. Out on Campus that da for the first time were BUTTON CARS, 1300 1301 on the double-headers, 1302 1305 on the day runs. 1303 1304 had also been equipped. Stored on 5 track I found 1270 at head, with sign and register OK, then 1267 1266, no signs, no register. At rear of 21 track were 1269 and 1268, signs and registers still OK, to be kept there for "Como spares"; 1268 & 1269 went on usual Como pullout that afternoon. Storage car 1271 lost its signs, kept the registe 1347 1348 lost signs, registers, and farebox poles. --(I am not sure if 1303 1304 had been equipped by this time yet.)

--The Campus motormen and conductors complained, and the "Universit complained also about the button cars; they would not stay warm with doors standing open or being opened continuously during layovers at the two campuses.

--NEXT DAY, SAT DEC. 8, 1268 AND 1269 WERE BACK ON CAMPUS, and that was the end of button cars there for a long time. It had been intended to scrap the six gatecars, and earlier shopmen had refused to replace missing brackets on bulkhead door of one of them, but now they were fixed up OK.

MY RECORD INCOME, on Grand-Monroe 933-543 sunshine run Sat Dec. 8: ~~$130~~ $130.10, 1 token, 229 transfers. Like a new man once put on his trip sheet as reason for being late, "I made a lot of stops." Traffic was bad on Marquette, Christmas shopping was on. Below is the time card, and also how I actually ran:

TIME CARD	48-Grand		1011	1156	141	326	511	
rlf.	2-Marq		1039	1224	209	354	539	
933	27 Av NE		1105	1250	235	420		rlf.
	2-M	937	1122	107	252	437		543
ACTUAL	48-Grand		1013	1211		345		
rlf.	Nic Sta				222		521	
933	2-Marq		1046	1224	250	?	539	
	27 Av NE		1109	115		435		
	~~2-M~~	~~939~~	~~1128~~	~~144~~				rlf.
	E.S. Sta.				258			543
	2-M	939	1128	144		451		

--I thought it something to have time to make it only from Nic Sta to E.S. Sta. First time at Nic, I went through on 10 track, second time I just had to wye at 32nd, as a Selby-Lake was wying there too. Income represents well over 1,100 passengers. I did hardly any business last round trip. Day was beautiful, rails were good. I had all money rolled up when I finished, and appreciated PCC 363. On this schedule, that car was on line from 455 p.m. Friday night to 103 a.m. Saturday night.

DAY OF $130 income in 8 hours on my Grand-Monroe, I went to N..S. to see how cars there did. M/M 1163 had high income on Chicago, $123.11, 3 tok, from 1031 a.m. to 633; he missed Oliver once, wying at N.S. Sta. instead, also short-lined once each at Dowlin and at 38 St, and was late for relief, 710. Other 8 hour runs got $113.32, $116.30, $110.05, $105.85, $103.15, $101.31; some shorter stubs may have got income at a higher rate, one had $81.35 in less than 5 hours. Highest bus income at N.S. that day was D/R1179's, on Franklin-Lyndale, $102.

FROZEN SWITCH Mon Dec 10 a.m., on 1 Av N eastbound at Wash, could not be thrown by cars going straight east to pullin to E.S. --1st man, E. 25 pullin, swung north on Wash to 2 Av N, called up, was told to use 3rd St. to pull in, went 2 Av N and south on 3rd, had to go way to City Limits on Int. line to turn again. Next man #1185 phoned, was sent to N.S. Sta. to wye, came back south to Marq-Wash. and so got in.

AT SHOPS Fri Dec 14, I saw Como fillin, 1844 EMS, M/M Bruce Winsor #9 going through the Snelling yards, in service. He had been pullin in (Como) from St. Paul, was on single track crossover at Rice and University (during track construction), when the flagman waved his red flag for HC/ inbound to proceed, and soon they faced each other on the single track. Instead of making HC car back over track bridges, M/M 94 backed up a bit, and took Univ. Ave. to Snelling Sta, and Snelling Ave. to Como.

MANY MORE TRACKMEN WERE LAID OFF Dec. 15, and there was talk of completely abolishing track dept, at which our foreman Henry Johnse laughed and said, "Then it'll take nine hours for a Como round trip."

KNOW YOUR TRANSFER SYSTEM. I saw M/M 1141 in 1173 LOOP on 3rd St, found he had punched transfers "M'haha Loop" because he was making loop trip on 3rd St.

SNOWSTORM Mon Dec. 17, worst service ever with no excuse. Snow started 9 a.m., about two inches fell through day, but company did no salting of switches whatever. In PM I was on Grand-Monro and remember going north 45 minutes late with jammed car, and telling the hordes that were waiting, "Another car right behind--a new car--pretty nice, you know" (at which everyone on my 1321 laughed, and the people outside waited for the PCC). Switch at 5-E Henn worked, but was full of snow and car went wrong way; I couldn't possibly get through my load of about 130 to back up from rear, so backed from front, with another motorman signaling from outside. My car also went wrong way several times at 7th & Central, and at Nicollet & Lake, and at Univ. pulling in. I only had two round trips, but took in $67.81, 1 tok, 146 trfs; and I pulled in Sta at 933 instead of 744. (PO was 410). --There were no inspectors on either Nicollet or Chicago lines. Going home about 1030, I found 3 Oaks were together, all Comos were lost. Penn due Henn-8 at 908 was actually there at 1041; five Penns and two Fremonts went north in a row. I rode 3rd Penn, M/M 1395, who had met last southbound car at 40th & Chicago; as two cars ahead of him now were to skip next southbound trips, he would have to go back to 54th as first car in about two hours.
--So Ossanna saved some money by firing inspectors, and firing the men who threw salt on the switches; and a lot of people went out and bought automobiles.

M/M1395 TOLD ABOUT wartime motorman who was drunk all the time, but worked North Bryant, so no one could tell if the liquor smell was his or the passengers'.

TO IMPROVE SERVICE TO THE COMMUNITY, instead of salting switches, "Ossanna's Silly Circle" was started Wed. Dec. 19. The idea was really left here by Col. Bingham, them eastern expert who left so much expert advice all over the country, that all the systems he visited lost up to half their riders. (He had "studied" TCRT about two days here, and said, "Continue the service reductions already begun.") --Two buses, flying yellow pennants, were put on a "Dime-a-Ride " "Loop Circle" to scoop up the fares of shoppers too tired to walk a couple blocks. It was not considered th shoppers might also be too tired to stand waiting 15 min. for th bus. I watched nine bus trips the first day, between 245 and 40 p.m., from what should have been heavy load points. Two buses I saw had one passenger each, the other seven were empty. Next day the Tribune said the new service had been "well patronized."

SAME DAY, about 730 p.m., my cousin waited at 3 Av S & 6th to get a c to 32-Chicago. She stood there 45 minutes, no Chicagos went sout nothing went north but a couple pullins, no 4 Av cars ran at all. So she went to 7th St, stood a half hour there, and finally got a Franklin bus; and no Chicago cars had gone by at that time.

WORST TRAFFIC JAM in Mpls. history Fri Dec 21, said Cedric Adams on the night news; police car needed 1 hr. 5 min. to drive from N.S. police station at 11 Av N., to headquarters at 4 Av S. --I have notes of more derailments at switches (including my own 12-18 in 1783 at Nic-Lake, & 12-21 in 1755 at 2nd-E. Henn), and late cars and bad service for that week, than I could ever hope to record here properly; this much I list to show that laying off the men who salted switches made this week an important turning point in Twin City transportation history; anyone with any brains got themselves an automobile if they could.

SUNDAY NIGHT COMO due Henn-Wash at 1245 was late Dec. 16, got stuck in 1 a.m. lineup; Chicago car thought it was regular owl, so ther took off and missed riders on the actual owl. At 4-E Henn Dec 2 this car was late again (1798 CH54); owl relief pullout car I wa riding home on, took out after 1798, but 1798 kept going downtow so owl went around block to wait for car he should really reliev Meanwhile, downtown 1798 whizzed through the loop on 1 Av N, so he wouldn't get caught in the lineup again.

I STARTED WINTER NIGHT RUNS Dec 22. On Saturday Comos to St. Paul, 15-min. day service couldn't hardly handle the riders, so company had put on 20-min. service instead. My first night trip went east to St. Paul, 546 at Henn-Wash; Oak at 536 there just missed store closing loads, which all came out for my car; I never once got all the people into my car, and never made it back from St. Paul (always came back loop). This part of schedule was never revised; company said they didn't add trips to service any more.

POWER WENT OFF throughout city in late PM rush Dec 26, and came on in different sections at different times. It came on on west end of Harriet right-of-way, west of circuit breaker near 39-40th curve. Car 1613 came zooming along eastbound, crossed breaker and went black, and whammed into 1319, standing all darkened just around the curve. 1319 was fixed; end of 1613. --Same night there were no cars on north end of Penn-Fremont for two hours. Southbounds got down to 7-Lyndale on weak Lowry power. NB cars were stuck in loop for 1 hr. 10 min. power delay; then an Int. car went off tracks at 1 Av N-5 St, blocking CPF night runs that were to PI and PO again. So some went 1 Av N to 8 St; auto accident at Olson Highway held them 30 min. 1st car M/M1367 then made turn at B-E to pull in; next car derailed turning there, so 20 minutes more delay.

RARE SUNDAY SIGHT on Grand-Monroe, Dec. 30: 1757 GM, which I met at GN Depot at 841 p.m. It was a fillin; perhaps the few E.S. PCCs not already out, were "buried" behind other cars at the station. (When the men complained that few electric heat cars got put on long runs, or Sunday runs, the excuse usually was that they were "buried" at the back end of the station and they couldn't get them out.) --I wondered how 1757 would make out on Grand Ave; no doubt the car he filled in for had been held by parked cars. PCCs got by better, being an inch or even more narrower than old cars (depending on how lop-sided the old cars were); also it was very very easy to judge the clearance of a PCC by creeping along a close auto with the front doors. Often we'd creep up to an auto, then stick our hand out between the rubber door edges to see how close the auto fender was.

--Grand Ave. was the worst line I worked for parked cars. Most people who lived there were considerate in how they parked; the trouble was caused by visitors on the street, or people going shopping along the street.

--The practical rule for streetcaring on Grand Ave. in the winter was as follows:

By Day: All cars clear, except those with yellow fenders.
By Night: All cars clear.

--On the Fremont line the practice was to ring the bell when passing closely parked autos, so no one could hear if there was any scraping.

--I usually just shut my eyes when passing such autos, and so I got quite rested up that winter.

NEW YEAR'S EVE, Mon. Dec. 31. Rush hour service was very screwed up. First trip at 48-Grand, 1721 was dead and got hauled in by 1847. Then there was 395 N32 pulling in, then me in 364; it took me 34 minutes to get from 48th to Lake & Grand behind them. I phoned and made my signs "Loop". A cold and forlorn woman who had waited 45 minutes at 8th and Marquette came out and asked "Are you supposed to be a Grand-Monroe?". I wyed ahead of a Nicollet car at 2nd & Marq, left six minutes early, and got behind a long string of cars held by 388 GM, which went dead at 6th & Marq. So next time north I had to wye again at 2nd & Marq.

--I'd rather have had a button car that night, but I realize one of those would have removed 10 or 12 fenders on Grand Av., which my 364 left intact. 364's horn wasn't working. At the stroke of the new year, I was going south at the GN Depot, and I rang four dings at the Nic-Henn bus there.

--About 1220, on Lake St. near Grand, I met 1312 NIS/. That night about 8, the Hasty-Tasty at Hennepin-Lake had caught fire, and the fire raged past midnight. At 1025, I had met an eastbound Oak-Xerxes on E. Henn., with two long-line Oaks right behind. What 1312 was doing I cannot guess.

--Few people were going home at 1 a.m. At lineup at 5-Marq, I watched 1488 34W/, 1223 FS/, load about 20, via 2 Av S to Wash; 1451 PFP/, load of 4, also via 2 Av S.

--NOT A SINGLE extra car or bus trip was scheduled for New Year's. I rode home on 2 a.m. lineup, on 1297 CH54; many people who saw how jammed it was wouldn't get on; at 8th St. it was full. I rode 1582 CFO, M/1249, standing in steps only; we left some 25 people on the corner, who may have wanted the Penn (down on 5th), but we had no room for them. We left H-8 211, Bdy-Em 226, and heard there that the Penn was off the tracks somewhere on Wash. The SB car car squeezed everyone in, got to 54th 40 min. late. So it was 1952